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THE MORMON TRAIL

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U. S. Department of the Interior

Cecil D. Andrus, Secretary

About the Cover - Photo reproduction of an original painting by T. B. H. Stenhouse entitled "Rocky Mountain Saints" depicts a Mormon wagon train traveling west in 1847. The photo was provided by and used with the permission of the Utah State Historical Society.

THE MORMON TRAIL
A Study Report

U. S. DEPARTMENT OF THE INTERIOR

Heritage Conservation and Recreation Service
(formerly Bureau of Outdoor Recreation)
and
National Park Service

June 1978

This study report on The Mormon Trail was prepared under authority of the National Trails System Act by the former Bureau of Outdoor Recreation, Chris Therral Delaporte, Director.

Under a Secretarial Order effected in April 1978, responsibility for National Trails studies was transferred to the National Park Service. At the same time, functions of the Park Service related to Historic Preservation and identification of Natural Landmarks were transferred to the Heritage Conservation and Recreation Service, successor agency of the Bureau of Outdoor Recreation.

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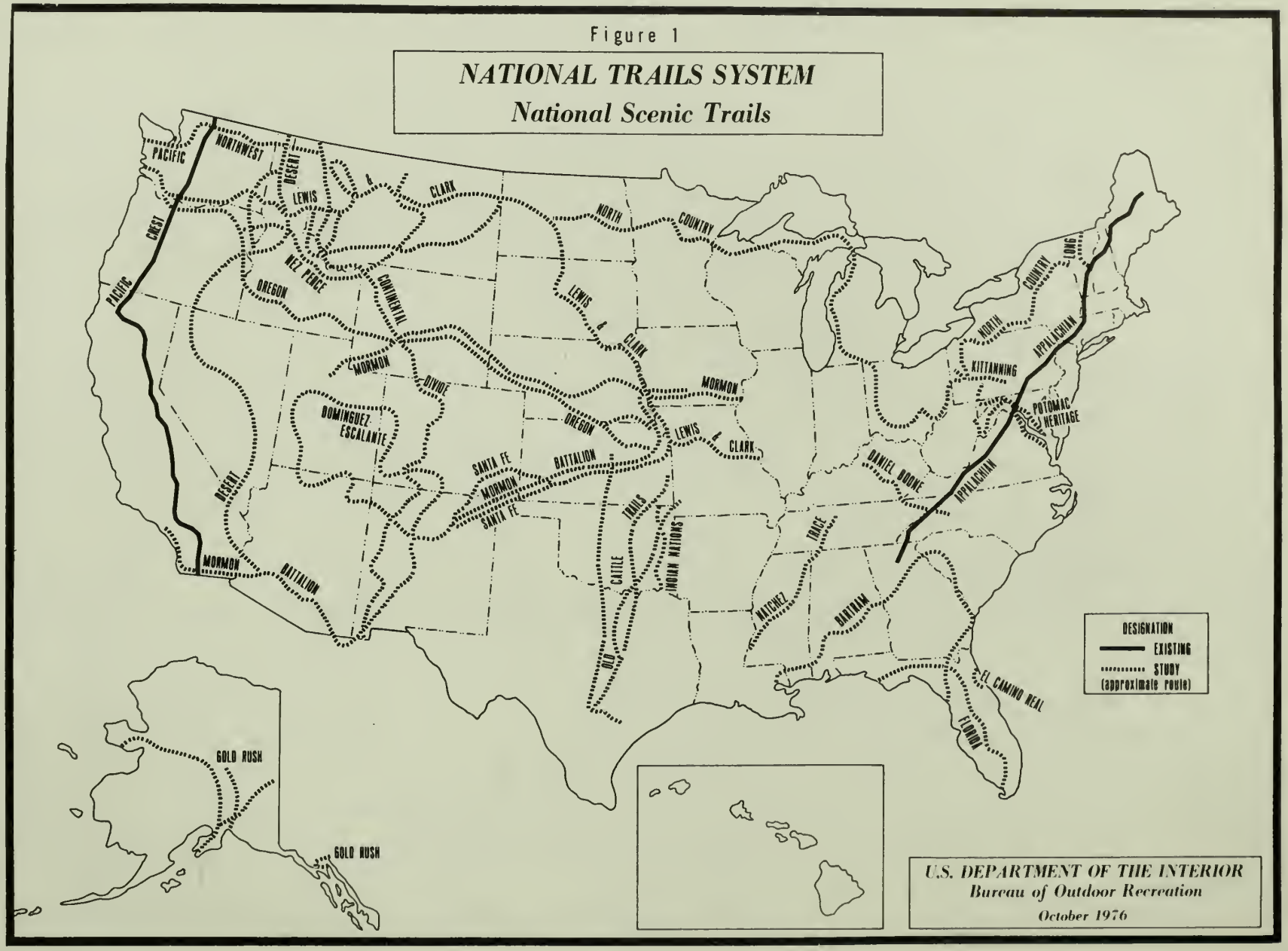
Figure 1

NATIONAL TRAILS SYSTEM
National Scenic Trails



U.S. DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
October 1976

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SUMMARY OF FINDINGS AND RECOMMENDATIONS

FINDINGS

1. The route of the Mormon pioneers, some 1,300 miles (2,092 kilometers) from Nauvoo, Illinois, to Salt Lake City, Utah, merits national recognition, commemorating its unique place in American history.

2. Despite extensive developments and alteration of the landscape, 23 segments of the route, totaling approximately 700 miles (1,127 km.) and approximately 75 Mormon Trail sites were identified as having a high potential for recreation, historical interpretation, and public use. Visible remnants of the trail are few in Iowa and Nebraska but numerous in Wyoming and Utah.

3. Through the efforts of Federal land managing agencies, States, the Church of Jesus Christ of Latter-day Saints, local governments, private groups, and individuals, many historic sites have been identified, and recreation areas along the route have been developed.

4. The above attributes notwithstanding, the route does not qualify as a national scenic trail when compared to concepts set forth in the National Trails System Act, P. L. 90-543, and criteria subsequently developed for national scenic trails (appendix A).[1]

5. Appropriate memorialization may require that the National Trails System Act be amended or supplemented to provide an additional category for national historic trails (appendix B).

6. The Mormon Trail is one of several components which make up the great migration corridor of the Oregon-California Trail from Grand Island, Nebraska, to Fort Laramie, Wyoming. Across much of Wyoming, the Mormon, California, and Oregon Trails virtually coincide.

7. Land ownership along the route is approximately 35 percent public and 65 percent private.

8. Action to commemorate and designate the Mormon Trail as an addition to the National Trails System would supplement the concurrent Oregon Trail proposal. Commemoration of both trails is important to preserve the cultural and historical significance of this great emigration corridor.

[1] In comparing the Mormon Trail with the criteria established for a national scenic trail, it became clear that several segments of the trail do not qualify as a land-based national scenic trail. A large portion of the trail has been destroyed by acts of man and nature. Many of the elements considered objectionable for a national scenic trail, including highways, roads, mining areas, power transmission lines, commercial and industrial developments, and range fences, are found along the route. Due to these and other actions, many original campsites and other points of interest can no longer be seen. As a result, a non-motorized hiking trail constructed along the original route would probably not receive a significant amount of public use along its entire length. Therefore, a continuous hiking trail along the original Mormon route would be neither desirable nor practical.

RECOMMENDATIONS

It is recommended that:

1. the route be designated as the Mormon Pioneer National Historic Trail and declared a component of the National Trails System;

2. the Secretary of the Interior encourage and assist Federal, State, local, and private interests to use existing Federal and State programs in further planning and development of the unique and significant recreational and historical aspects of the Mormon Trail identified in this report as high-potential route segments;

3. close coordination be established and maintained among the public and private entities involved with the future planning and development of the Oregon and Mormon Trails to encourage the provision of complementary services and facilities and avoid duplication of effort;

4. the existing voluntary organizations of public and private entities be expanded to coordinate the planning, development, operation, and maintenance activities relating to the Mormon Historic Trail; and

5. to enhance the enjoyment of those traveling along the route to other destinations and to facilitate retracement and connect the historic sites and recreation areas, the route of the Mormon pioneers be marked along public roads and highways which approximate the actual historic migration; the trail be marked by the States with directional signs; and $300,000 in Federal funds be made available for this purpose.

The Department of the Interior stands ready to assist in implementing the above recommendations and to provide any data or related information compiled during the course of this study which might be helpful for that purpose.

INTRODUCTION

STUDY AUTHORITY

The National Trails System Act of October 2, 1968 (Public Law 90-543), established the following policy for a national system of trails:

> In order to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas of the Nation, trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within established scenic areas more remotely located. The purpose of this Act is to provide the means for attaining these objectives by instituting a national system of recreation and scenic trails, by designating the Appalachian Trail and the Pacific Crest Trail as the initial components of that system, and by prescribing the methods by which, and the standards according to which, additional components may be added to the system.

The National Trails System Act created three types of trails: national recreation trails, national scenic trails, and connecting or side trails. National recreation trails provide for a variety of outdoor recreation uses in or near urban areas. They may be designated by the Secretary of the Interior or by the Secretary of Agriculture where lands administered by him are involved. National scenic trails are long-distance trails that provide for maximum outdoor recreation potential and for the conservation and enjoyment of nationally significant scenic, historical, natural, or cultural qualities of the area. They may be designated only by the Congress. Connecting or side trails provide access to or connect national recreation or scenic trails and may become part of the trail to which they are joined.

In addition to the 2 initial components of the National Trails System, 22 other routes, as shown in figure 1, were identified in the Act, as amended, for future study and possible inclusion as national scenic trails. One of the study routes, as identified in section 5(c) of the Act, is the

> Mormon Trail, extending from Nauvoo, Illinois, to Salt Lake City, Utah, through the States of Iowa, Nebraska, and Wyoming.

The Mormon Trail study is legislatively required to determine the feasibility and desirability of designating the Mormon Trail as a component of the National Trails System.

This report generally describes the route of the original pioneer group of Mormons, as shown in figure 2, and defines the associated scenic, historical, natural, cultural, and recreational qualities which establish the national significance of this 1,300-mile (2,092-kilometer) trail.

Since most of the original route has been paved over or plowed under, only certain segments having high potential for public recreation use and historic interpretation were identified and evaluated. In identifying segments, it was recognized that the relationship of the route to roads and highways is an important factor. Therefore, the following accessibility categories were developed to describe different types of segments:

Highway Segments - Portions of the route overlaid or closely paralleled by Federal and State highways which could be utilized by motorists and possibly for hiking and bike trails within the rights-of-way. About 300 miles (483 km.) of trail segments are in this category, and their lengths vary from 2 to 100 miles (3 to 161 km.).

Road Segments - Sections of the route overlaid or closely paralleled by primitive or improved roads other than Federal or State highways which could be utilized for hike and bike or horse trails to provide a link between highways and cross-country routes. Road segments total about 300 miles (483 km.) and vary in length from 2 to 60 miles (3 to 97 km.).

Cross Country Segments - Remnants of the original route away from highways or roads which could be used as hiking and horse trails. These segments total about 100 miles (161 km.) and range from 2 to 25 miles (3 to 40 km.) in length.

ACKNOWLEDGMENTS

The Mormon Trail Study was a cooperative effort led by the Mid-Continent Region, Heritage Conservation and Recreation Service (formerly Bureau of Outdoor Recreation), Denver, Colorado. Study participants who provided information and review of the preliminary draft report and environmental statement included representatives of State, Federal, and local agencies, the Church of Jesus Christ of Latter-day Saints, Mormon Pioneer Trail Foundation, historical societies, and individuals having a direct interest.

The study was greatly assisted by previous research and recent field investigations by Dr. Stanley B. Kimball, noted authority on the historic Mormon Trail. The work of the Heritage Conservation and Recreation Service was also facilitated by the efforts of many public agencies and organizations which have initiated preservation and interpretation programs. Information utilized from the Oregon Trail Study, conducted by the Northwest Regional Office of the Heritage Conservation and Recreation Service, has been of great assistance, as the two trails parallel or coincide over a major part of the trail corridor.

Public participation and comment were obtained through four public meetings in four States. The study was explained and public use potentials illustrated through taped slide presentations. A public information brochure, distributed before and at these meetings, described alternatives for establishment and administration of the trail. Public response was solicited, and all comments, verbal and written, were considered in the preparation of this report. The majority of responses received favored the alternative presented as the major proposal in the study report.

The following public agencies, organizations, and citizens participated in the study:

ILLINOIS
- State Department of Conservation
- Division of Parks and Memorials

IOWA
- Iowa State Historical Department
- Iowa State Historical Society

IOWA, Continued
- Iowa Conservation Commission
  - State Parks Division
  - State Forest Division
- Iowa State Highway Commission
- Iowa State Office of Planning and Programming
- Council Bluffs Parks and Recreation Department

NEBRASKA
- Nebraska Game and Parks Commission
- Nebraska State Historical Society
- Nebraska State Department of Roads
- Nebraska Department of Economic Development
- Nebraska State Office of Planning and Programming
- Omaha City Planning Department

WYOMING
- Wyoming Recreation Commission
- Wyoming Travel Commission
- Wyoming State Highway Department
- Wyoming State Archives and Historical Department
- University of Wyoming Department of History
- Wyoming Game and Fish Department

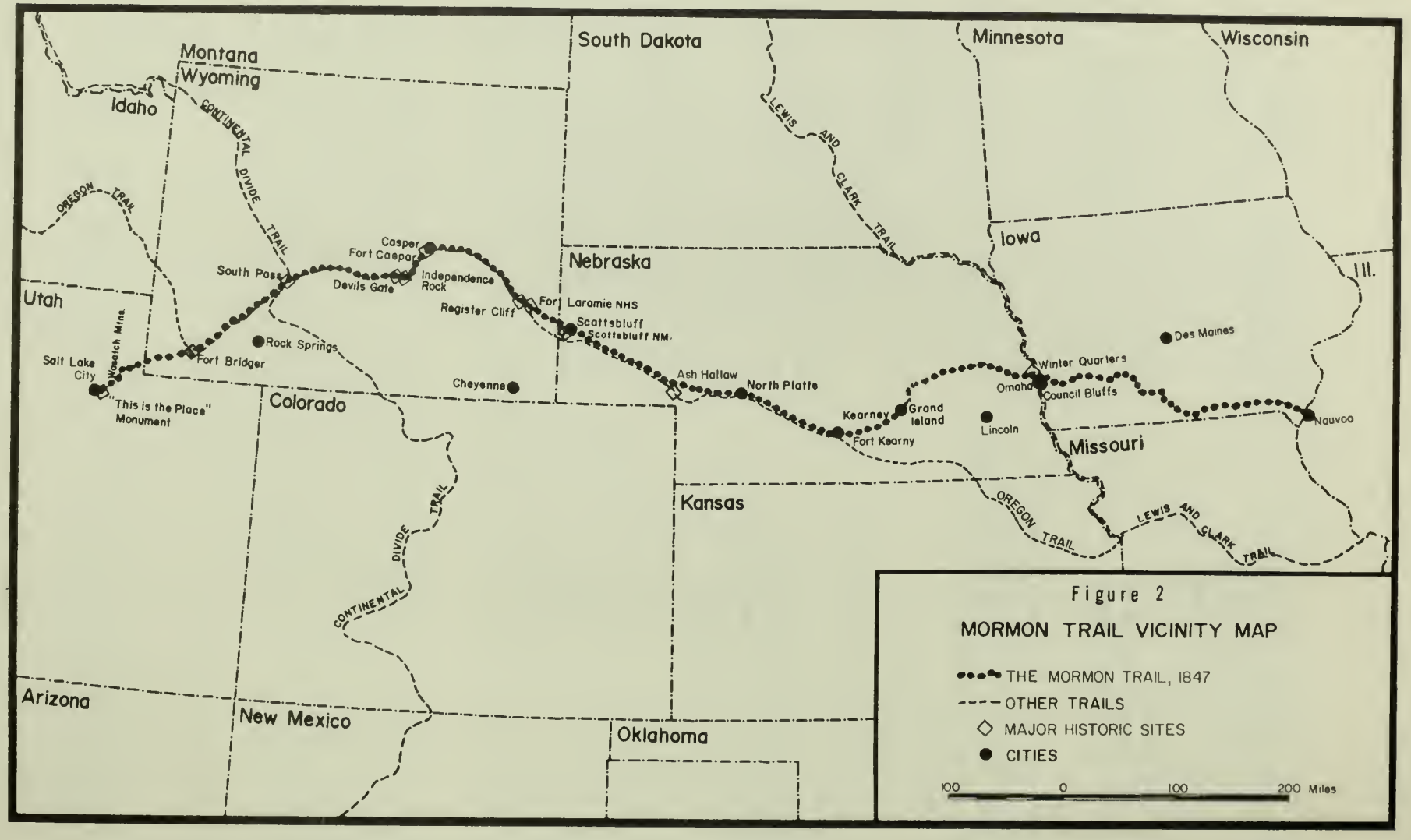
UTAH
- Utah Department of Highways

UTAH, Continued
- Utah Department of Natural Resources
  - Division of State Parks and Recreation
  - Outdoor Recreation Agency
- Utah Department of Development Services
  - Division of State History
- University of Utah, Department of History

ORGANIZATIONS AND CITIZENS
- Church of Jesus Christ of Latter-day Saints
  - Wendell J. Ashton, Public Communications Department
- Mormon Pioneer Trail Foundation
  - C. Booth Wallentine
  - Dr. Stanley B. Kimball
- Nauvoo Restoration, Inc.
- Mr. and Mrs. Paul Henderson
- Aubrey L. Haines (NPS, Retired)

FEDERAL AGENCIES
- National Park Service
- Bureau of Land Management
- Federal Highway Administration
- Fish and Wildlife Service
- Army Corps of Engineers
- Bureau of Reclamation
- Forest Service

The Bureau appreciates the assistance provided by all study participants.


Montana
Wyoming
Idaho
South Dakota
Minnesota
Wisconsin
Nebraska
Iowa
Ill.
Utah
Colorado
Kansas
Missouri
Arizona
New Mexico
Oklahoma
CONTINENTAL DIVIDE TRAIL
OREGON TRAIL
LEWIS AND CLARK TRAIL
Casper
Fort Caspar
South Pass
Devils Gate
Independence Rock
Register Cliff
Fort Laramie NHS
Scottsbluff
Scottsbluff NM.
Rock Springs
Fort Bridger
Wasatch Mts.
Salt Lake City
"This is the Place" Monument
Cheyenne
Ash Hollow
North Platte
Kearney
Grand Island
Fort Kearny
Lincoln
Omaha
Council Bluffs
Winter Quarters
Des Moines
Nauvoo
Figure 2
MORMON TRAIL VICINITY MAP
THE MORMON TRAIL, 1847
OTHER TRAILS
MAJOR HISTORIC SITES
CITIES
100 0 100 200 Miles

NATIONAL SIGNIFICANCE

BACKGROUND

The history of the United States during the nineteenth century was one of discovery, exploration, and settlement of a vast continental area. Within the space of a few years the boundaries of the United States were pushed across half the continent. The most significant aspect of this era was the movement of emigrants. The optimistic farmer, moving with his family to Oregon; the persevering Mormon, searching for a home in which he might live in peace; and the adventurous Forty-Niner, hurrying to the new El Dorados with visions of the wealth that awaited him there -- all these carried American civilization westward and built the foundations for a new society.

The Mormon migration was unique by contrast to other migrations and was one of the dramatic events in the history of American westward expansion. It was a permanent movement of a whole people -- family groups led by Brigham Young to a new location and a fresh start. Except for possibly the segment in Iowa, Young's Mormon pioneers did not originate the route they followed. It was a combination of several existing routes beginning with the earlier trapper, missionary, and Indian trails, and the more widely known Oregon, Overland, and California Trails. Yet, the Mormon emigration "differed profoundly from the Oregon and California westward migrations."[1]

For their journey from Nauvoo, Illinois, Brigham Young set forth the organization and rules by which the Mormons would travel. For example, the pioneers were directed to organize themselves into tens, fifties, and hundreds. During 1847 these groups were organized in semi-military fashion with Brigham Young as general and others serving as company captains, hunters, and scouts.

Unlike most of the California- or Oregon-bound emigrants, the first thoughts of Brigham Young's pioneer company were to improve the journey for the Mormons who would follow. They "noted good campgrounds, wood, water, grass, measured distances and set up mileposts."[2] *The Emigrants' Guide*, compiled by William Clayton, a member of the Mormon pioneer party, became the guidebook for thousands of emigrants who followed their trail.

The Mormons established semi-permanent camps and ferries, graded down the steep approaches to fords, and cleared boulders out of the path. In contrast, the Oregon- and California-bound emigrants continued to follow the steep descent at Windlass Hill above Ash Hollow. They did little to make the route easier because none expected to go that way again. The Mormons not only traveled west, but also eastward to pick up supplies and new converts at the Missouri River, or to meet faltering companies and help them on to Salt Lake City.

[1] Wallace Stegner, *The Gathering of Zion -- The Story of the Mormon Trail* (New York: McGraw-Hill Book Company, 1964), p. 11.

[2] Ibid.

Utah State Historical Society

"Overland Journeys" – A Wagon Train Crossing the Platte River.

The Mormons were one of the principal forces in the settlement of the West. "They opened up southern Iowa, from Locust Creek to the Missouri, made the first roads, built the first bridges, and established the first communities along the route."[3]

They made Winter Quarters (Florence, a suburb of Omaha) and Kanesville (Council Bluffs) into outfitting points that rivaled Independence, Westport, and St. Joseph of Oregon Trail fame. "They defined the road up the north side of the Platte that is now the route of both U. S. 30 and the Union Pacific Railroad."[4]

NATIONAL QUALITIES

Existing national monuments, Federal, State, and local recreation areas, and scenic tour routes provide a full range of outdoor recreation opportunities along or accessible from the Mormon Trail.

Many historic points along the 1,300-mile (2,092-km.) route have high potential for historical interpretation and/or recreation. National recognition would enhance the importance of historic values commemorated at these sites and encourage preservation and interpretive facilities for a trail now considered only part of a broad migration corridor to the west.

[3]Ibid., p. 6

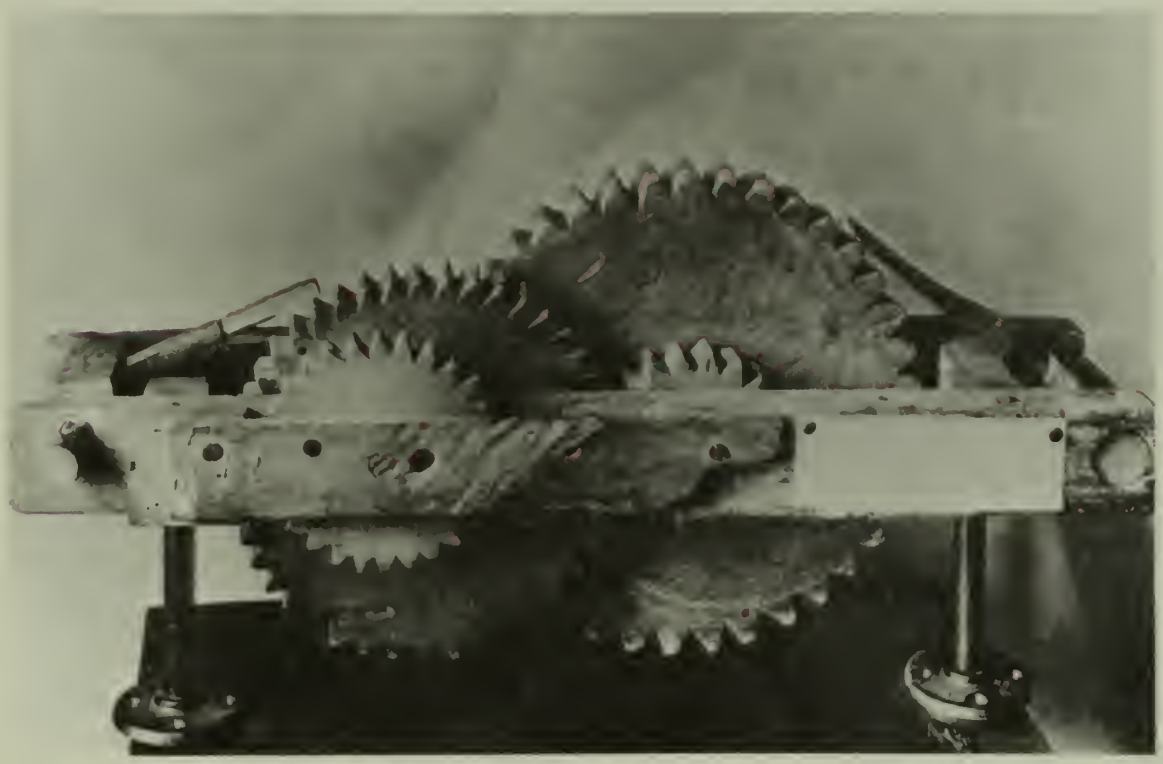
[4]Ibid., p. 7

Most of the original Mormon Trail has disappeared across Iowa and Nebraska. Croplands and highways have removed all but a few traces of the route. However, in the western sections through Wyoming and Utah, much of the environment is little different today than it was in 1847. In these sections, numerous ruts and other trail evidence remain undisturbed.

Various bluffs and geologic features form impressive landmarks along the natural migration corridor. Notable among these are the Mississippi and Des Moines Rivers, which the Mormons crossed in their journey from Illinois through Iowa. Farther west in Nebraska the corridor included such prominent natural landmarks as Courthouse and Jail Rocks, Chimney Rock, and Scotts Bluff. Now a national monument, Scotts Bluff offers a sweeping panorama of the North Platte Valley from its summit. From this point, Chimney Rock lying 25 miles (40 km.) east and Laramie Peak looming 100 miles (161 km.) west can be located.

In contrast to the pastoral scenes of Iowa and the river valley of Nebraska, the mountain and desert scenery of Wyoming and the forested rugged mountains and canyons of Utah provide awe-inspiring, ever-changing scenery.

Spectacular and colorful rock formations and the snowcapped Wind River Range border the trail. The scene along the Sweetwater River remains virtually



Utah State Historical Society

Roadometer designed and used by the Mormons to measure the distance traveled each day is now in the Deseret Museum, Salt Lake City.

Nebraska Game and Parks Commission

Courthouse and Jail Rocks south of Bridgeport, Nebraska, were noted in many emigrant diaries.

unchanged with features including Devils Gate and Split Rock which rises 1,000 feet (305 meters) above the valley floor in this semidesert region.

Significant segments of the trail and adjacent trails were used by early-day Indians, ancient cliff-dwelling tribes, explorers, missionaries, fur traders, mountain men, and the fabled miners. Ghost towns, mining operations, museums, and reconstructed "boom towns" associated with the Old West are in evidence along the trail corridor.

The potential for connecting trails of nationwide interest is exceptional. In addition to following the corridor of the nationally known Oregon Trail, the Mormon Trail crosses the Lewis and Clark Trail at the Missouri River and the Continental Divide Trail at South Pass. In places it parallels the Overland Stage, Cherokee, and Pony Express Trails. It has connections with several other Old West routes, including the Lander Cut-Off and the Sidney-Deadwood, Bozeman, Pikes Peak, and Cheyenne-Deadwood Stage Trails, to name only a few.

A more complete list of historical and archeological sites along the Mormon Trail corridor that are on the National Register of Historic Places may be found in appendix C. For a more extensive list of additional sites not on the National Register and related to the Mormon Trail, refer to appendix D. At the request of the State Historic Preservation Offices, locations of the latter have been omitted to avoid damage to unprotected sites.

PUBLIC INTEREST

Developed recreation areas, rivers, reservoirs, wayside rest areas, and historic sites along the entire trail corridor provide excellent opportunities and are heavily used for fishing, camping, hiking, picnicking, and historical interpretation. Interest by Americans in outdoor recreation and the

heritage of their country is increasing yearly. This is witnessed by the expanding numbers of people visiting our national parks and historic sites.

Many publications and diaries have described the story of the Mormon Trail and the thousands who experienced hardship on their journey to the Valley of the Great Salt Lake. Public interest in preserving, commemorating, and interpreting the history of the Mormon Trail has been evident for many years. The subject was discussed at hearings of the 68th Congress when legislation was introduced for the Old Oregon Trail.

State and local historical societies and other public and private organizations have erected various markers and memorials along the route which is delineated on U. S. Geological Survey maps for Utah and Wyoming. Brochures and maps of scenic-historic tour routes are available in each State, and highway departments have cooperated with historical societies by providing interpretive information at wayside rest stops.

At numerous other locations, efforts have been made by all levels of government and the private sector to preserve and restore outstanding historical and natural features, including the continuing restoration of Nauvoo, Illinois. A living historical museum which attracted 460,000 visitors in 1975 has been created at Pioneer Trail State Park near Salt Lake City. In addition, Temple Square, the Mormon Pioneer Museum, and historical features in Salt Lake City attracted over two million visitors that same year Other historic sites, such as the "Mormon Pioneer Memorial Bridge" near Winter Quarters (Omaha) and the "Mormon Pioneer Display" at the Wayne County Historical Museum in Corydon, Iowa, have been dedicated in recent years.

Dr. Stanley B. Kimball

"This is the Place" monument located in Pioneer Trail State Park at the mouth of Emigration Canyon, Utah, marks the climax of the Mormon Trail.

THE PLACE OF DEPARTURE

It was from Nauvoo, Illinois, on the east bank of the Mississippi River, that the original emigrant group of Mormons departed on their epic journey in February 1846. During the first half of the nineteenth century, Nauvoo grew to a population of 15,000 and was the principal headquarters of the Mormons. Between 1839 and 1846 Nauvoo became the largest city in Illinois.

Although some of the buildings, including the temple, were destroyed after the Mormons left, the city of Nauvoo was largely preserved. Today the town's population is less than 1,500, but many of the dwellings erected by the Mormons still stand and have been or are being restored. Structures that have been restored include the Joseph Smith homestead, Brigham Young's home, the Heber C. Kimball home, the "Times and Seasons" building, and the Webb Wagon and Blacksmith Shop, among others. The community of Nauvoo is noted for its historic background, beautiful surroundings, nearby Nauvoo State Park, and extensive vineyards. Nauvoo attracted some 100,000 visitors in 1975.

Nauvoo Restoration, Inc.

Dedication of a new visitor center at Nauvoo, Illinois, in 1971 marked a major step forward in restoration of this historic city.

THE TRAIL IN IOWA

After crossing the Mississippi River from Nauvoo to present-day Montrose, Iowa, the first portion of the Mormon journey followed primitive territorial roads and Indian trails across Iowa to Council Bluffs. The Iowa portion of the trail was used extensively for less than one year - from February 1846 through September 1846.

The Iowa trek was the most difficult part of the journey. Not only were the basic skills of emigrating and colonizing learned, but several permanent camps were established for those who followed. The heart of the Mormon settlement in Iowa, from July 1846 to the spring of 1852, was Kanesville, now part of Council Bluffs.

BOR Photo

By March 1846 over 3,000 Mormons had gathered at Sugar Creek Camp, site of the first encampment in Iowa, near Montrose.

The first 30 miles (48 kilometers), which includes the Mississippi and Des Moines Rivers, Shimek State Forest, and Lacey-Keosauqua State Park, of the 280-mile-long (451-km.) trail through Iowa is the most scenic portion. Between the State Park and Mt. Pisgah, open fields predominate. From Mt. Pisgah to Council Bluffs, the route traverses open, rolling farmland with occasional woods and windbreaks.

Most visible remains of the trail in Iowa have been erased by cultivation and urban development. Thus, the majority of historic places are sites or landmarks rather than locations containing physical traces. However, there

Iowa State Conservation Commission

Shimek State Forest contains 7,000 acres (2,833 ha.) along the trail and accommodates primitive camping, picnicking, fishing, and hiking.

is visible trail evidence in the Lacey-Keosauqua State Park, Charitan River Camp, and Mormon Trail Park.

HIGH-POTENTIAL ROUTE SEGMENTS

Three high-potential segments exist in the Illinois-Iowa portion of the Mormon Trail. Combined, they total over 35 miles (56 km.), or 13 percent, of the Iowa trail length. There are over 30 significant historic sites in the Iowa trail corridor, as listed by segment in table 1 and shown on figure 3 at the end of this chapter. These segments coincide with hiking, biking, and horse trail routes proposed by the Iowa State Conservation Commission.[1] Potentials for public recreation along the route consist of an urban hike and bike trail in the Omaha-Council Bluffs area and hiking and horse trails in the other high-potential segments. A discussion of the high-potential route segments follows, with each keyed by letters in parentheses to figure 3.

[1]Steve Brower and Damon Oklerking, *A Corridor Trail Network for Iowa's Landscape* (Iowa State Conservation Commission, 1973).

(A) Des Moines River Segment - This 11-mile (18-km.) segment, bordered on the south by the Des Moines River and on the north by Shimek State Forest, begins at Croton and ends near Bonaparte at the site of Reed's Creek Mormon camp. The Daughters of the American Revolution have commemorated the Des Moines River Crossing by erecting a marker one-quarter mile (.4 km.) west of the Bonaparte Bridge.

(B) Lacey-Keosauqua State Park Segment - Passing through continuous woodland, this 4-mile (6-km.) segment has several developed hiking and horseback riding trails in the State Park. Two miles of marked hiking trail follow the Mormon Trail along the Des Moines River from Ely's Ford Mormon Crossing to the Keosauqua Bridge. Also, a hiking trail approximating the Mormon route could be developed in the Shimek State Forest.

(C) Council Bluffs Segment - The length of this segment may vary between 5 and 20 miles (8 and 32 km.), pending master planning, actual location of trails, and determination of a motor route through the Omaha-Council Bluffs metropolitan area. The Council Bluffs area is recognized as one of the regions of Iowa which will need the most immediate and extensive trail development and presents an opportunity for linking the State trail systems of Iowa and Nebraska.[2]

Iowa State Conservation Commission

Lacey-Keosauqua State Park on the Des Moines River comprises over 2,500 acres (1,012 ha.) and contains Ely's Ford, a river crossing on the Mormon Trail.

[2] Ibid.

The Missouri River and its bluffs are scenic attractions in this area. Among historic sites found here is the Mosquito Creek campsite where the 500-man Mormon Battalion was formed in 1846 to march to southern California to aid in the war with Mexico. Another site is Council Point, which marks the ferry crossing of the Missouri River. Among the remaining Mormon sites in Iowa, some of the more significant ones include Sugar Creek Camp; Locust Creek Camp near Sewell, site of the writing of the words to the Mormon hymn "Come, Come Ye Saints"; Garden Grove Camp and Way Station; Mt. Pisgah Camp, a supply depot and burial ground; and the settlements of Kanesville and Hyde Park in the vicinity of Council Bluffs.

PUBLIC AGENCY INVOLVEMENT IN IOWA

About 97 percent of the trail in Iowa is on private land; the remaining 3 percent is on public land, primarily in the State park and forest. Over 55,000 acres (22,258 hectares) of public recreation lands are accessible to the trail. About 20,700 acres (8,377 ha.) are contained in State parks, recreation areas, game areas, and forests, with approximately 700 acres (283 ha.) in county parks.

The areas attracted about 2.3 million visitors in 1975. The trail does not pass through Federal lands in Iowa; however, there are nearly 34,000 acres (13,759 ha.) of public recreation land and water at the Corps of Engineers' Rathbun Reservoir located 12 miles (19 km.) north of the trail in south-central Iowa.

The Iowa State Comprehensive Outdoor Recreation Plan (SCORP) specifically mentions the Mormon Trail and describes historic sites along the route. It also states that it is "vitally important that a national and State trail program accommodate and reflect the needs of metropolitan areas . . . " The SCORP also mentions that "national leadership is essential for the development of a comprehensive trail program at all levels . . ."[3]

MT. PISGAH - MORMON
PIONEER WAY STATION
Between 300 and 800 Mormon pioneers perished here from 1846 to 1852. Having been driven from their homes by armed mobs, they stopped here on their westward trek, named it Mt. Pisgah after a Biblical mountain range, and established a way-station. Thousands of acres were cleared, buildings built, and caves dug for shelter until log cabins were constructed, but lack of food and adequate shelter took their toll. In spite of these hardships Mt. Pisgah became a stopping place for an almost endless train of westward-bound Mormon pioneers until 1852 when the last Latter-day Saints left and the site was bought by a Henry Peters and named Petersville.
The original community was located on the slope and flatlands east of this spot. The cemetery extended down the hill to the west, north and south beyond the railroad tracks. Headstones were long ago removed or destroyed by the elements, but the large monument was erected in 1888.
(over)

BOR Photo

Mt. Pisgah, a camp for westward-bound Mormon pioneers until 1852, is today a monument to those who died there.

The Iowa Department of History and Archives plans and implements a statewide historic preservation policy,

[3] *Iowa State Outdoor Recreation Plan - 1972* (Iowa State Conservation Commission, 1972), Vol. 1, 5a.

provides public information on history, documents and coordinates the marking of historic sites, and assists in educational programs.

Utah State Historical Society

Mormon encampment on the Missouri River.

The Iowa State Highway Commission, several counties, and the Mormon Pioneer Trail Foundation have cooperated in the placement of trail markers at intersections of the trail with highways and county roads. There are approximately 55 such markers across the State. The nonprofit Mormon Pioneer Trail Foundation, founded in 1968, promotes research, education, and development of the Mormon Trail and other affiliated trails.

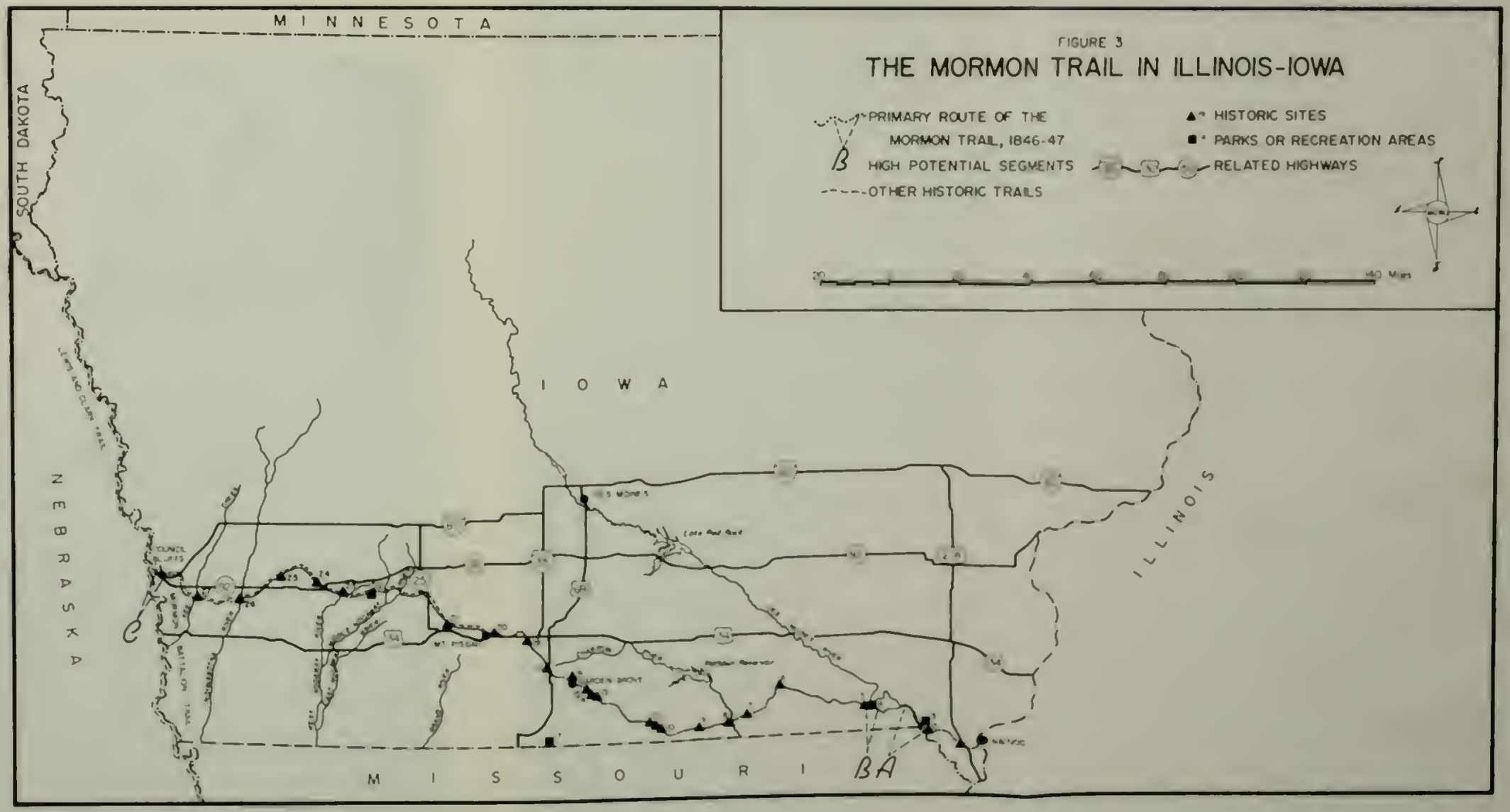
About 25 recreation areas, comprising some 14,000 acres (5,666 ha.), along or close to the Mormon Trail are owned or managed by the Iowa State Conservation Commission and local agencies.

The Omaha-Council Bluffs Metropolitan Planning Agency, assisted by a Riverfront Development Task Force, is developing plans that will restore and improve a 54-mile (87-km.) reach of the Missouri River, including development of hiking, biking, and horseback riding trails along the river in Iowa and Nebraska. This could include any known portions of the Mormon Trail and link with historical points of interest and recreation areas.

TABLE 1 - ILLINOIS-IOWA ROUTE SEGMENTS AND SITES[1]

Ref.	High-Potential Segments	Ref.	Historic/Recreation Sites	Type of Site[2]		
				H	R	M
A	Des Moines River	2	Croton Civil War Memorial Park	X		
		3	Shimek State Forest		X	
B	Lacey-Keosauqua State Park	4	Lacey-Keosauqua State Park	X	X	X
		5	Indian Creek Camp	X		X
C	Council Bluffs Urban		COUNCIL BLUFFS			
			Mosquito Creek Camp	X		X
			Council Point Camp	X		X
			Lake Manawa State Park		X	
			Mormon Ferry Sites across Missouri River	X		X
	Other Segments		NAUVOO ILLINOIS	X		X
		1	Sugar Creek Camp	X		X
		6	Davis County Camp			X
		7	Coffman's Settlement	X		
		8	Chariton River Camp	X		X
		9	Shoal Creek Camp	X		X
		10	Hickory Grove Camp	X		X
		11	Locust Creek Camp No. 1	X		X
		12	Locust Creek Camp No. 2	X		X
		13	Mormon Camp	X		X
		14	Pleasant Grove Camp	X		X
		15	Muddy Creek Camp	X		X
			GARDEN GROVE - Historic Park	X	X	X
		16	Site of Mormon "Way Station" Settlement	X		X
		17	Nine Eagles State Recreation Area	X	X	
		18	Willow Bridge Camp	X		X
		18a	Lost Camp	X		X
		19	White Breast Creek Camp	X		X
		20	Mormon Camp	X		X
			MT. PISGAH - Mormon Way Station	X		X
		21	Broomberry Hill Camp	X		X
		22	Mormon Trail Park	X	X	X
		23	Reno Cemetery	X		X
		24	Pleasant Valley Camp	X		X
		25	Campsite	X		X
		26	Nishnabotna River Camp	X		X
		27	Keg Creek Camp	X		X

[1]All segments and sites are keyed to figure 3.
[2]Site designations are indicated as: H-Historic Sites; R-Recreation Sites; M-Mormon Trail Sites.


MINNESOTA
SOUTH DAKOTA
NEBRASKA
IOWA
ILLINOIS
MISSOURI
FIGURE 3
THE MORMON TRAIL IN ILLINOIS-IOWA
PRIMARY ROUTE OF THE MORMON TRAIL, 1846-47
HIGH POTENTIAL SEGMENTS
OTHER HISTORIC TRAILS
HISTORIC SITES
PARKS OR RECREATION AREAS
RELATED HIGHWAYS

THE TRAIL IN NEBRASKA

Nebraska State Historical Society

Many Mormons perished at Winter Quarters where a memorial now stands.

Much of the Mormon strength had been dissipated and supplies exhausted by the trek across Iowa. Thus, in September 1846 the community of Winter Quarters was established at the present site of Florence, a suburb of Omaha. By year's end about 3,500 Mormons were settled there. In addition, over 200 were camped just across the Missouri River in Iowa.

In the spring of 1847 Brigham Young's pioneer company left Winter Quarters to establish a route for the large number of emigrants who would follow. During the California Gold Rush of 1849, the trail north of the Platte River, which until this time had been used mainly by Mormons, became known as the Council Bluffs Road. This route was an integral part of the Great Platte River Road.[1]

Through Nebraska the trail is approximately 500 miles (805 kilometers) long. A dominant physical feature of the landscape is the Platte River which is broad, shallow, and bordered in many places by low sandhills. Level terrain and an east-west orientation of the river made it a natural emigration and traffic corridor. The Oregon, California, Mormon, and Pony Express Trails, all originating in different locations, converged in the Platte Valley near Kearney. Although the well-established Oregon Trail was along the south bank, the Mormons chose a parallel path just across the river on the north bank and followed this corridor along the Platte and North Platte Rivers for about 450 miles (724 km.).

Except for wooded and rolling land between the Missouri and Elkhorn Rivers, there are no abrupt changes in the scenic character of the route in Nebraska. However, the fertile plains gradually give way to the arid and broken hills to the west. Today more than 90 percent of the land along the Nebraska route is used for agriculture, and most visible traces of emigrant use have been erased, although wagon ruts left by emigrants can still be seen in a few places.

[1]Merrill J. Mattes, *The Great Platte River Road* (Nebraska State Historical Society, 1969).

HIGH-POTENTIAL ROUTE SEGMENTS

Eight segments, totaling about 375 miles (604 kilometers), or 75 percent of the route, have high potential for public recreation and historic interpretation. Nearly 50 Platte River historic sites, listed by segment in table 2 and shown on figure 4 at the end of this chapter, have high potential for public use. Three sites, Scotts Bluff (National Monument) and Fort Kearny and Ash Hollow (State Historical Parks), have already received extensive interpretive development.

Approximately 230 miles (370 km.) of the high-potential route parallel highways, about 70 miles (113 km.) follow secondary roads and 75 miles (121 km.) are cross country. Along highway and road segments, the primary potential is for auto travel. Additional potential exists in some areas for development of bike, hike, and horse trails. Cross-country segments could be developed under State and local auspices for hiking or horseback riding trails. A discussion of the high-potential route segments and their associated historic sites follows, with each segment keyed by letters in parentheses to figure 4.

(A) Greater Omaha Urban Segment - As discussed earlier, potential exists in the Omaha-Council Bluffs area for a hiking and biking trail along the

NEBRASKA
HISTORICAL MARKER
THE MORMON TRAIL
For thousands of Mormons, the great pioneer trail along the north bank of the Platte which paralleled the river about a mile south of here was an avenue of escape from persecution and a roadway to a new life.
Brigham Young led the first mass migration over the Mormon Trail to the Great Salt Lake in 1847. The north bank of the Platte was chosen to avoid contact with the travelers on the heavily-used Oregon Trail that followed the south bank of the river from near Kearney westward. Among the expeditions which followed, were several so poor that pioneers walked and pulled handcarts.
The trail became one of the great roadways to the west, used by Mormons, military expeditions, gold seekers and settlers.
The completion of the Union Pacific Railroad in 1869 ended extensive use of the trail as the railroad tracks followed essentially this same route. Today, the Highway (highway 30) follows this great to the west.

Nebraska Game and Parks Commission

Historic marker at junction of U. S. Highway 30 and Nebraska Highway 92 in Mormon Trail State Wayside Park.

Missouri River, the Corps of Engineers' levee system, and along portions of the route through the northern edge of the greater Omaha area. Although evidence of early trails has vanished in Omaha, this 30-mile (48-km.) segment provides an opportunity for interpretive development and a link with the proposed Lewis and Clark Trail. Important historic sites in this area include the Cold Spring Campsite, Cutler's Park Campsite, Bellevue ferry sites, and Winter Quarters.

(B) Elkhorn River Segment - This 4-mile (6-km.) cross-country section along the Elkhorn River near Waterloo could be developed as a hiking trail. A Mormon campsite and the Elkhorn River crossing are in this segment.

(C) North Bend Segment - Between Ames and Rogers, a distance of 15 miles (24 km.), the route follows U. S. Highway 30. A marker one-quarter mile (.4 km.) east of the Ames post office identifies the Overland, Mormon, and Military Trails.

(D) Loup River Segment - This 32-mile (51-km.) segment, between Columbus and the Loup River ford, follows State Highway 22. There is potential for a hiking trail paralleling the route between Columbus and Genoa along a canal right-of-way. Similar potential exists in the vicinity of the Lake North and Babcock Recreation Areas, as well as along the Loup River where a cross-

Nebraska Game and Parks Commission

Potential hike-bike trails exist along the Loup Public Power Canal and similar irrigation canals paralleling the Mormon Trail.

Nebraska Game and Parks Commission

Recreation and scenic attractions combine with historical interpretation at Mormon Trail State Wayside Area in Merrick County, Nebraska.

country trail could be established. Important historic sites include Genoa, Pawnee Missionary Station, Government Indian Station, and the Loup River ford.

(E) Grand Island-Hall County Segment - Numerous historic points of interest and recreation areas are located along this 24-mile (39-km.) segment which follows the Wood River and the north channel of the Platte River between Grand Island and Shelton. Here U. S. Highway 30 and Interstate 80 closely parallel the route, providing public access to these sites and areas.

(F) Interstate 80 Segment - For 80 miles (129 km.) between Shelton and Gothenburg, the route follows Interstate 80 and the first Union Pacific trans-continental rail route along the north side of the Platte River. Mormon historic sites include seven campsites, the site of the first buffalo hunt, and the location of the first sighting of other white men along the trail. Two other important but non-Mormon sites are Fort Kearny (near the city of Kearney) and the Midway Stage and Pony Express Station.

(G) North Platte Segment - This 88-mile (142-km.) segment lies between Gothenburg on the Platte River and Lake McConaughy on the North Platte. It includes about 34 miles (55 km.) along Interstate 80, 40 miles (64 km.) of improved road, and 14 miles (923 km.) of cross-country trail. Notable

Nebraska Game and Parks Commission

Lake McConaughy provides a variety of recreation opportunities and is situated on the Mormon Trail.

historic sites in the corridor include Gilman's Station, Buffalo Bill State Historical Park, Fort McPherson National Cemetery, and O'Fallon Bluff. East of Lake McConaughy, 15 miles (24 km.) of the route follow minor roads and scenic canoe trails. The area between Sarben and Keystone offers views of the Platte River valley and has potential for development of a hiking trail.

(H) Scottsbluff Segment - Along this 118-mile (190-km.) portion of the route that parallels the North Platte River between Lake McConaughy and Scottsbluff is a total of 25 miles (40 km.) of potential cross-country trail. The remaining 93 miles (150 km.) follow State Highway 92 and U. S. Highway 26, a corridor common to the Mormon-Oregon Trails. Historic sites and recreation areas include nine Mormon campsites and numerous other places of importance such as the Diamond Springs Stage Station, Windlass Hill, Ancient Bluff Ruins, and Courthouse, Jail, and Chimney Rocks.

PUBLIC AGENCY INVOLVEMENT IN NEBRASKA

Approximately 70 percent of the trail in Nebraska is in private ownership. Much of the remaining 30 percent is on public lands along Federal and State highways and county roads.

Less than 10 percent of the corridor is in Federal ownership, including the Scotts Bluff National Monument administered by the National Park Service. This 3,000-acre (1,214-hectare) area, which has visible Oregon Trail ruts, attracted over 174,000 visitors in 1975. The National Park Service also cooperates in the interpretive work of the Nebraska State Historical Society at Chimney Rock National Historic Site near Bayard. This area is jointly administered by the State Historical Society, the City of Bayard, and the National Park Service.

The Veterans Administration administers Fort McPherson National Cemetery, a popular attraction south of the Platte River near the town of Maxwell. The U. S. Fish and Wildlife Service administers 3 national wildlife refuges: DeSoto, North Platte, and Crescent Lake, all within 20 miles (32 km.) of the trail. These 3 areas, which total nearly 58,000 acres (23,472 ha.), received about 450,000 visitors in 1975.

The Nebraska State Historical Society plans and implements a statewide historic preservation policy and documents and coordinates the marking of historic sites. The society also operates several facilities, including two

Nebraska Game and Parks Commission

Between the Mormon Trail on the north and the Oregon Trail to the south lies the Platte River.

museums on Interstate 80 and one at Chimney Rock, in addition to a schoolhouse museum at the Mud Springs Pony Express and Stage Station.

The Nebraska Department of Roads maintains a series of rest areas spaced at regular intervals along Interstate 80. The department also cooperates in developing facilities near highways and in placing and maintaining interpretive markers.

The Nebraska State Game and Parks Commission owns or manages more than 80 public parks, recreation, wayside, historic, and fish and wildlife areas, with a total of over 72,000 acres (29,138 ha.), along the trail. They attracted approximately 5 million visitors in 1975, including 150,000 visitors at Fort Kearny and Ash Hollow State Historic Parks.

The Nebraska SCORP,[2] prepared by the Nebraska Game and Parks Commission, specifically describes the routes and historic sites of the Oregon and Mormon Trails and stresses a continuing program for historic preservation and interpretation. The commission has been active in promoting a Bicentennial Trail System and working toward designation of the early emigration routes as part of the National Trails System.

Dr. Stanley B. Kimball

"Ancient Bluff Ruins," a landmark on the Mormon Trail, offers a potential for hiking trails and adjacent recreation development.

[2]*Nebraska State Comprehensive Outdoor Recreation Plan* (Nebraska Game and Parks Commission, 1973).

Dr. Stanley B. Kimball

Brigham Young led the first group of Mormons past Scotts Bluff on the north side of the Platte River.

A portion of the Mormon Trail is the Bikecentennial Project of Columbus, Nebraska. Local and State action is progressing on the development of a hike-bike trail for approximately 25 miles (40 km.) along the Loup Power Canal which parallels the Mormon route between Columbus and Genoa, Nebraska.

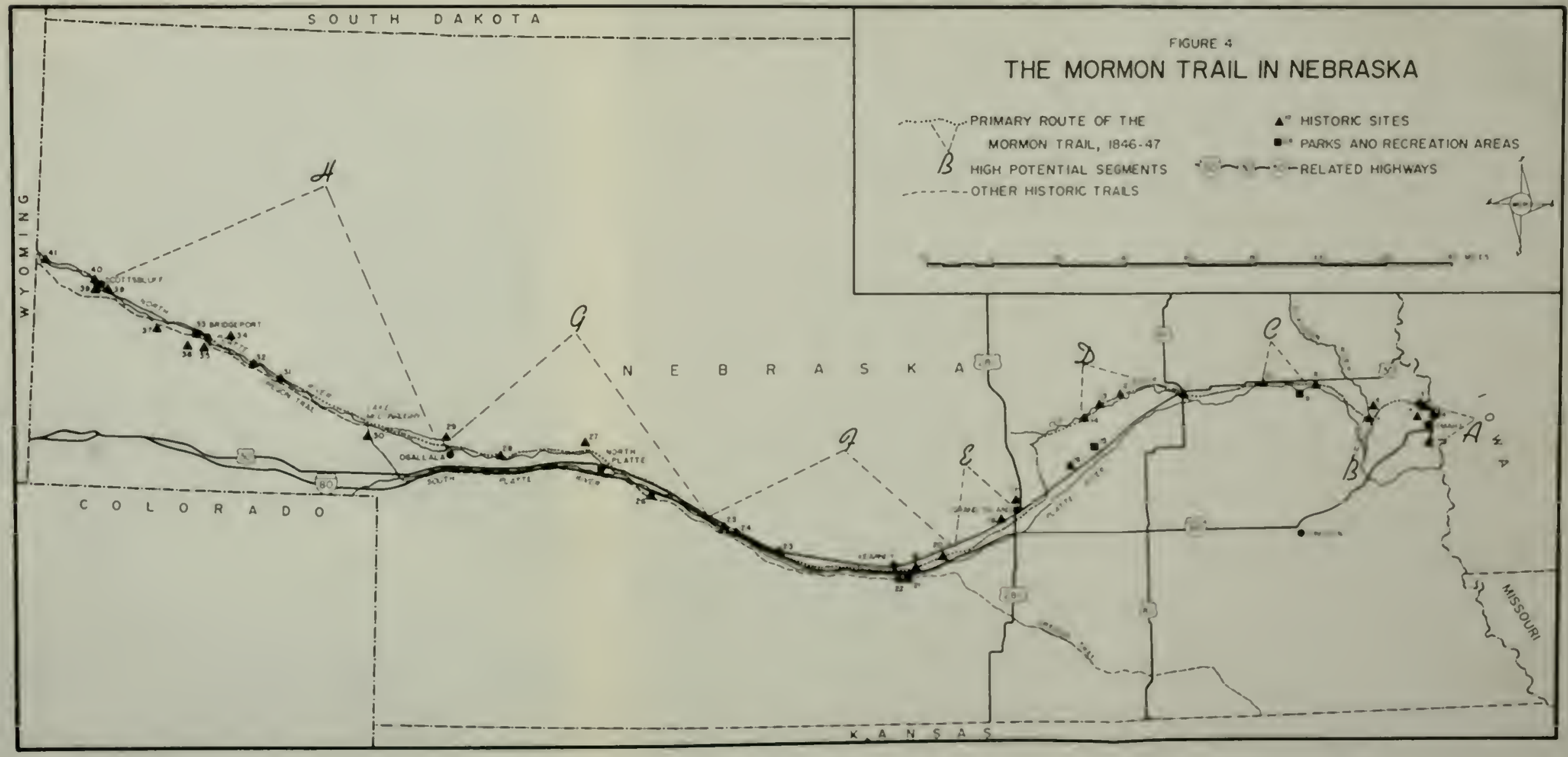
TABLE 2 - NEBRASKA ROUTE SEGMENTS AND SITES[1]

Ref.	High-Potential Segments	Ref.	Historic/Recreation Sites	Type of Site[2]			
				H	R	M	O
A	Greater Omaha		OMAHA - Mormon Ferry Sites - Florence, Bellevue, and DeSoto Bend	X	X	X	
		1	Cold Spring Camp	X		X	
		2	Winter Quarters	X		X	
		3	The Florence Mill and Cemetery	X		X	
		4	Fort Atkinson State Historical Park	X	X		
		5	Cutlers Park Camp	X		X	
B	Elkhorn River	6	Elk Horn Bluffs	X		X	
		7	Campsites (Crossing of Elkhorn River)	X		X	
C	North Bend	8	"Liberty Pole" Camp, Fremont	X		X	
		9	Fremont State Recreation Area		X		
		10	Shell Creek Camp	X		X	
D	Loup River	11	Pawnee Park, Columbus	X		X	
		12	Genoa Settlement, Genoa	X		X	
		13	Loup River Ford, Fullerton	X		X	
		14	Loup River Camp	X		X	
E	Grand Island-Hall County	17	Stuhr Museum	X		X	X
		18	Mormon Island State Wayside Area	X	X	X	
F	Interstate 80	19	Windmill State Wayside Area	X	X	X	X
		20	Wood River Camp	X		X	
		21	Kearney County-State Recreation Area		X		
		22	Fort Kearny State Historical Park	X			X
			KEARNEY	X		X	X
		23	100th Meridian	X			X
		24	Mormon Camp	X		X	
		25	Willow Island Camp	X	X	X	
G	North Platte	26	Fort McPherson National Cemetery	X			
		27	Buffalo Bill State Historic Park	X	X		
		28	Sand Hills Camp	X		X	
H	Scottsbluff		LAKE McCONAUGHY		X		
		29	Lake Ogallala and Lake McConaughy State Recreation Area		X	X	
		30	Ash Hollow State Historic Park and Bluewater Overlook	X	X	X	X
		31	Indian "Lookout Point"	X		X	
		32	Ancient Bluff Ruins and Campsite	X		X	
		33	Bridgeport State Recreation Area	X	X	X	X
		34	Mormon Pioneer Campground	X		X	
		35	City Pioneer Trails Museum, Bridgeport	X			
		36	Courthouse and Jail Rocks	X			X
		37	Chimney Rock National Historic Site	X		X	X
		38	Rebecca Winters Grave	X		X	
			SCOTTSBLUFF				
		39	Scotts Bluff National Monument	X	X		
		40	Scotts Bluff Camp	X		X	
	Other Segments	15	Mormon Trail State Wayside Area (I-80)	X	X	X	
		16	Lone Tree Camp	X		X	
		41	Steamboat Rock Camp	X		X	

[1] All segments and sites are keyed to figure 4.
[2] Site designations are indicated as: H-Historic Sites; R-Recreation Sites; M-Mormon Trail Sites; O-Oregon Trail Sites.

FIGURE 4

THE MORMON TRAIL IN NEBRASKA



THE TRAIL IN WYOMING

After traveling over 765 miles (1,231 km.) from Nauvoo, the Mormons reached Old Fort Laramie on May 31, 1847. About two months had elapsed since they left Winter Quarters on the Missouri River. The emigrants were weary of the seemingly endless Platte River Valley, but they were in better health than when they left Winter Quarters. Their only casualty was the loss of four horses.

Beyond Fort Laramie they crossed the North Platte River, joining other emigrants who were traveling the Oregon-California Trail through Wyoming. Upon reaching the Green River, they built rafts and ferried their wagons across. About 2 miles (3 km.) beyond Fort Bridger, Oregon-bound emigrants turned to the northwest, and the Mormons followed the faint trace of Hastings Cutoff or Donner Party Trail. This route led them southwest over the 7,700-foot (2,347-meter) Bear River Divide to Echo Canyon Creek just west of the Wyoming-Utah State line and into the Great Salt Lake Basin.

The Wyoming portion of the trail is approximately 450 miles (724 km.) long and is still visible across many miles of Wyoming rangeland. It crosses some of the most remote and least developed country along the entire route. The first one-third of the route through Wyoming follows the semiarid,

Wyoming Travel Commission

Fort Laramie, on the Laramie and North Platte Rivers, stood as the last major outpost for pioneers on their great migration west.

Wyoming Travel Commission

Glendo Reservoir on the Oregon-Mormon Trail is a major water sports area.

open, and generally flat valley of the North Platte River. The portion of the route between Guernsey and Glendo, however, passes through the narrow valleys in which the Bureau of Reclamation's Guernsey and Glendo Reservoirs are located.

West of Casper the trail traverses open, rolling sagebrush country to South Pass (elevation 7,650 feet [2,332 m.]), a low and barely distinguishable crossing of the Continental Divide. From here the route passes through desert country between Farson and Fort Bridger to the Utah State line.

Today about 95 percent of the land along the trail through Wyoming is used for agriculture and grazing.

HIGH-POTENTIAL ROUTE SEGMENTS

Fourteen segments totaling 285 miles (459 km.) have high potential for public recreation use. Five segments contain a combination of highway, road, and/or cross-country access; nine sections have road access only.

Of 65 historic sites identified, approximately 40 have potential for public recreation use, as listed by segment in table 3 and shown in figure 5 at the end of this chapter.

Approximately 20 miles (32 km.) of trail in Wyoming that have high potential for public recreation use are along highways. About 240 miles (386 km.) follow primitive and secondary roads, while approximately 25 miles (40 km.) are cross country. Along highway segments the primary potential is for auto travel, with secondary potential for development of hike and bike trails. Along road sections the potential would be for hike, bike, and horse trails, while the remaining segments offer cross-country hiking possibilities. A discussion of these segments and their related historic sites follows, with each keyed by letters in parentheses to figure 5.

(A) Fort Laramie Segment - This 15-mile (24-km.) segment, which includes 5 miles of highway and 10 miles (16 km.) of cross-country route, lies between Fort Laramie and Register Cliff/Guernsey State Park. The Mormons established a crossing to the south side of the North Platte River to reach Fort Laramie and opened a new route to Warm Springs. From here to the Green River crossing, the Mormon and Oregon Trails coincide for approximately 335 miles (539 km.). There are a number of other historic sites along this section, including Register Cliff, Cold Springs Rifle Pits Warm Springs Campsite, and wagon ruts near Guernsey.

Wyoming Travel Commission

Register Cliff, a State Park and National Historic place near Guernsey, Wyoming, contains hundreds of names carved by fur traders and emigrants, and bears dates as early as 1820.

Wyoming Travel Commission

Originally named Platte Bridge Station, Fort Caspar was the site of the famed Mormon Ferry.

(B) Laramie Peak Segment - Following unimproved roads between Wendover and Glendo Reservoir, this 14-mile (23-km.) section has potential for use as a hiking trail. Laramie Peak and Porters Rock are two notable features, as is Glendo Reservoir State Park.

(C) Oregon Trail Segment - Just south of Douglas, Wyoming, this 10-mile (16-km.) portion of the trail follows primitive roads and passes 2 Oregon Trail monuments. Other historic sites are Hot Springs, Old Camp Marshall, Bill Hooker's Cabin, and the LaBonte Station.

(D) Ayers Natural Bridge Segment - Ayers Natural Bridge, a well-known Mormon and Oregon Trail landmark, is reached by a paved road from Interstate 25. Included in this 6-mile (10-km.) segment are 4 road miles (6 km.) and 2 cross-country miles (3 km.). Other historic sites include the Hembre-Baker Graves and LaPrele Station.

(E) Mormon Canyon Segment - As part of their historic journey across Wyoming, Mormon groups wintered here in the 1850's. The graded road along this 8-mile (13-km.) portion in Mormon Canyon south of Glenrock has potential for a scenic hiking trail.

(F) Fort Caspar Segment - This 15-mile (24-km.) segment begins at historic Camp Caspar and follows a paved road west to Emigrant Gap. Fort Caspar was

Wyoming Travel Commission

The still headwaters of Alcova Reservoir now fill Fremont Canyon where Lt. John C. Fremont attempted to float "bullboats" through raging waters of the North Platte River in 1842.

a military outpost that was restored in the 1930's and is now operated by the City of Casper as a tourist attraction. The most notable crossing of the North Platte was on the outskirts of the present city of Casper. A pioneer company of Mormons established a ferry here in 1847 and continued seasonal service for many years.

(G) Oregon Trail Road Segment - Between Emigrant Gap and Independence Rock, a distance of 40 miles (64 km.), the trail closely follows graded roads. Important historic sites include Poison Spring, Willow Spring, Avenue of Rocks, and Sweetwater Station. Portions of the trail pass close to Alcova Reservoir State Park and touch on the Sweetwater River arm of the Bureau of Reclamation's Pathfinder Reservoir.

(H) Independence Rock Segment - This historic 10-mile (16-km.) segment lies between Independence Rock and Martin's Cove on the Sweetwater River. It includes 4 miles (6 km.) of highway, 3 miles (5 km.) along roads, and 3 miles (5 km.) of cross-country trail. Independence Rock, the site of a proposed

State historical park, derived its name from celebrations held here beginning July 4, 1830.[1] Beyond Independence Rock the Sweetwater River funnels through the "Devil's Gate." Nearby, "Martin's Cove" is the site of the Mormon Handcart Disaster. Over 500 Mormons attempted to find refuge here from an early snowstorm in October 1856.

(I) Split Rock Segment - Between Split Rock and Jeffrey City, some 15 miles (24 km.), the trail includes 2 highway miles (3 km.), 6 miles (10 km.) along an unimproved road, and 7 cross-country miles (11 km.) on the south side of the Sweetwater River. Split Rock and Castle Rock were landmarks well known to the emigrants. Trail ruts have been permanently etched in the surface of nearby rock.

(J) Sweetwater River-South Pass Segment - This 60-mile (97-km.) segment is one of the most remote and untouched portions of the trail which still remains visible for many miles. It follows county and unimproved roads near the Sweetwater River, primarily through public domain lands. The segment begins east of Sweetwater Station (U. S. Highway 287) and ends near State Highway 28 at South Pass. Willie's Company Cemetery is one of several historic sites along the route where another 1856 Mormon handcart disaster occurred.

Utah Tourist and Publicity Council

In later years of the emigration, handcart brigades were used as a means of moving larger numbers of Mormons at less cost and time.

[1] *"At Noon We Reached Independence Rock"* (Wyoming Bicentennial Commission and Wyoming Recreation Commission, November 30, 1973).

Wyoming Travel Commission

Church Butte landmark was a popular Mormon stopping place west of the Green River.

(K) Little Sandy Segment - Primitive roads provide access along this 15-mile (24-km.) segment. Between South Pass west of Little Sandy Crossing the Mormons met with the famous trapper and guide, Jim Bridger, to discuss their route. The trail passes the Pacific Springs Campsite and "Parting-of-the-Ways," a junction with the Sublette Cutoff to Oregon Territory.

(L) Mormon Knolls-Green River Segment - Beginning at Farson, this 25-mile (40-km.) section follows unimproved roads and ends at the Mormon ferry crossing of the Green River. It passes Simson Gulch, site of the Mormon burning of a United States supply train during the "Utah War" of 1857, and Mormon Knolls.

(M) Church Butte Segment - This 25-mile (40-km.) segment lies between Granger and the Church Butte and Names Rock landmarks, 6 miles (10 km.) east of Fort Bridger. The trail follows 17 miles (27 km.) of primitive roads and 8 miles (13 km.) of Interstate 80. A historic stage station site is located at Granger.

(N) Piedmont-Needles Segment - For a distance of 26 miles (42 km.) from the Piedmont Charcoal Kilns site southwest of Fort Bridger, the trail follows unimproved roads. After crossing the Bear River, it follows Coyote Creek to the Needles landmark at the Wyoming-Utah border, then continues into Utah and ends at Castle Rock on Interstate 80.

PUBLIC AGENCY INVOLVEMENT IN WYOMING

More than 60 percent of the land along the route in Wyoming is publicly owned, with about half under the administration of the Bureau of Land Management (BLM). The Bureau is classifying its lands according to optimum use and is identifying lands primarily of value for recreation. The Mormon and Oregon Trail routes are being incorporated into management plans. Management policy for preservation and administration of historic remnants is being formulated.

BLM lands contain many of the high-potential recreation segments, visible route segments, and significant historic sites. A great opportunity exists for providing miles of interpretive and recreation trails at relatively low cost.

Utah State Historical Society

An emigrant train in the Rocky Mountains.
From an engraving by F. F. Palmer, 1856.

Along the corridor followed by the Oregon and Mormon Trails, wayside interpretive exhibits, including trail markers, have been constructed to commemorate the Nation's Bicentennial. These include Bessemer Bend with its 50-mile (80-km.) canoe trail, Devil's Gate, Martins Cove, Split Rock, and South Pass on the Continental Divide. The BLM is pursuing a program of acquiring lands with historic trail remains through an exchange program. The agency also cooperates with Wyoming historical societies in marking and protecting historic sites and trail segments.

Fort Laramie National Historic Site is administered by the National Park Service. The fort provided protection from Indians and served as a center for exchanging news and trail information, making repairs, and trading goods. Restoration of this famous site with its historical museum is nearing completion.

The Wyoming Recreation Commission administers six recreation areas and numerous historic sites along the Oregon-Mormon Trail, including State parks at the Bureau of Reclamation's Guernsey and Glendo Reservoirs. Tourist promotion of these areas is handled by the Wyoming Travel Commission. There are developed interpretive trails at Register Cliff and near Guernsey, with potential for a trail along the Mormon route at Warm Springs Canyon. Also, plans are being made for a new State historic park at Independence Rock.

Wyoming Travel Commission

Reenactment of a pioneer wagon trek in Wyoming. Similar junkets have become annual affairs in the State, such as the Jim Bridger Wagon Train from Evanston to Fort Bridger.

The Wyoming State Archives and Historical Department is responsible for the collection, preservation, display, and interpretation of materials illustrative of the history and development of the State. The Museums Division operates the State Museum in Cheyenne and branch museums at Guernsey State Park, Fort Fetterman, South Pass City, and Fort Bridger. Fort Bridger has particular historic significance to the Mormon Trail, and extensive interpretation is being carried out by the State at this site.

Major portions of the trail through the State are followed closely by public roads maintained by the Wyoming Highway Department. The department develops wayside rest areas, places interpretive signs and facilities along highways, and cooperates with the Recreation Commission in preserving historic sites affected by highway construction.

Private organizations actively concerned with historic preservation include the Wyoming State Historical Society and the Wyoming Archeological Society. In addition, the Sons and Daughters of the American Revolution have been erecting monuments along historic trails in the State since 1894.

Historical and recreation areas along the trail corridor attracted approximately 425,000 visitors in 1975.

TABLE 3 - WYOMING ROUTE SEGMENTS AND SITES[1]

Ref.	High-Potential Segments	Ref.	Historic/Recreation Sites	Type of Site[2]			
				H	R	M	O
A	Fort Laramie		FORT LARAMIE NATIONAL HISTORIC SITE	X		X	X
		1	Crossing of North Platte River	X		X	
		2	Register Cliff Camp	X		X	X
		3	Oregon-Mormon Trail Ruts	X		X	X
		4	Warm Springs Canyon Trail	X		X	
B	Laramie Peak	5	Guernsey State Park	X	X	X	X
		6	Glendo State Park		X		
C	Oregon Trail		(Oregon Trail Route)	X			X
D	Ayers Natural Bridge	7	Ayers Natural Bridge Camp	X	X	X	
E	Mormon Canyon	8	Mormon Canyon	X	X	X	
F	Fort Caspar		CASPER				
		9	Fort Caspar	X		X	X
		10	Mormon Ferry	X		X	
G	Oregon Trail Road	11	Emigrant Gap	X		X	X
		12	Poison Springs Camp	X		X	X
		13	Rock Avenue	X		X	X
		14	Ryan Hill	X		X	
		15	Alcova State Park		X		
		16	Pathfinder Reservoir	X	X		
H	Independence Rock		INDEPENDENCE ROCK	X		X	X
		17	Devil's Gate Camp	X		X	X
		18	Martin's Cove - Mormon Handcart Disaster	X		X	
I	Split Rock	19	Split Rock Station	X		X	X
		20	Ice Slough	X		X	X
J	Sweetwater River-South Pass	21	Mormon Cemetery - Willie's Company	X		X	
		22	Mormon Mail Station	X		X	
		23	South Pass City	X			X
		24	South Pass Summit Monuments - Continental Divide	X		X	X
		25	Pacific Springs	X			
K	Little Sandy	26	Parting of the Ways	X			X
		27	Dry Sandy Creek Camp	X		X	
L	Mormon Knolls-Green River	28	Crossing of Big Sandy Camp	X		X	
		29	Simson Gulch	X		X	
		30	Mormon Knolls	X		X	
		31	Green River - Mormon Ferry	X		X	
M	Church Butte	32	Church Butte	X		X	X
N	Piedmont-Needles	33	Mormon Camp Bear Town - Bear River Crossing	X		X	
		34	The Needles - Coyote Creek Camp Site	X		X	
	Other Segments		FORT BRIDGER	X		X	X

[1]All segments and sites are keyed to figure 5.
[2]Site designations are indicated as: H-Historic Sites; R-Recreation Sites; M-Mormon Trail Sites; O-Oregon Trail Sites.

FIGURE 5

THE MORMON TRAIL IN WYOMING

PRIMARY ROUTE OF THE MORMON TRAIL, 1846-47

HIGH POTENTIAL SEGMENTS

OTHER HISTORIC TRAILS

HISTORIC SITES

PARKS OR RECREATION AREAS

RELATED HIGHWAYS

MONTANA

IDAHO

WYOMING

SOUTH DAKOTA

NEBRASKA

UTAH

COLORADO

OREGON TRAIL

FONTENELLE RESERVOIR

FLAMING GORGE RESERVOIR

ROCK SPRINGS

FORT BRIDGER

CASPER

PATHFINDER RESERVOIR

ALCOVA RESERVOIR

GUERNSEY RESERVOIR

FORT LARAMIE

CHEYENNE

A

B

C

D

E

G

H

I

K

L

M

N

THE TRAIL IN UTAH

By the time they entered Utah, the Mormons had traveled more than 1,200 miles (1,931 km.) and were only a short distance from their goal - the Great Salt Lake Valley. Some of the most difficult but scenic trail was encountered in the last leg of their journey.

After proceeding down precipitous Echo Canyon, now traversed by Interstate 80, they passed through the rugged Wasatch Mountains, following East Canyon, Little Emigration Canyon, and 7,420-foot (2,262-m.) Big Mountain Pass. They then descended the steepest slope on the trail and traveled through narrow and winding Emigration Canyon, thereby establishing a direct route to Salt Lake City. It is generally accepted, however, that the trail terminates at the canyon's mouth where today Brigham Young's renowned "This is the Place" statement is commemorated in Pioneer Trail State Park.

Dr. Stanley B. Kimball

The summit of Big Mountain Pass provided the first view of the Salt Lake Valley to the emigrants on the Mormon Trail.

Currently about 45 percent of the land along the trail is used for agriculture and grazing, 3 percent for residential development, and 52 percent for highway right-of-way. Topography varies from rolling, grass- and brush-covered hills to arid canyons incised in the forested mountains east of Salt Lake Valley.

HIGH-POTENTIAL ROUTE SEGMENTS

Within the 70-mile-long (113-km.) trail corridor through Utah, there are 2 segments totaling 50 miles (80 km.) that have high potential for recreation development and interpretation. There are about 30 significant historic sites along the trail corridor, as listed by segment in table 4 and shown on figure 6 at the end of this chapter. Sixteen historical markers are in place, but there has been little other interpretive development.

Thirty-two (51 km.) of the 50 miles (80 km.) of the trail with high potential follow highways, 5 miles (8 km.) follow primitive roads, and 13 miles (21 km.) follow short cross-country stretches. Along highway portions, the primary potential is for auto travel; however, there is an additional potential for parallel hike and bike trails. Primitive roads could be utilized

for hike or horse trails, whereas cross-country sections could be used for hiking. High-potential trail segments are discussed below, with each keyed by letters in parentheses to figure 6.

(A) Cache Cave/Castle Rock Segment - This 10-mile (16-km.) segment is a continuation of the Piedmont-Needles segment in Wyoming and contains 5 miles (8 km.) of primitive roads and 5 miles (8 km.) of cross-country trail. Six miles (10 km.) west of the Wyoming border the trail reaches the first notable historic site - Cache Cave, a large natural opening in a yellow sandstone ledge, which is a major landmark on the Mormon Trail. It was used as a rendezvous and sheltering place by the pre-1840 trappers and explorers, and by Mormon parties starting in 1847. Five miles (8 km.) from Cache Cave is 200-foot-high (61-m.) Castle Rock located in Echo Canyon and recorded as a Mormon campsite. This rounded bluff contains a large cave entering its southeast face that was the scene of early-day coal mining operations.

(B) Henefer to "This is the Place" Segment - This 40-mile (64-km.) section is composed of 32 miles (51 km.) of highway and 8 miles (13 km.) of cross-country trail. A 33-acre (13-ha.) park will be developed at Henefer by Utah's Division of Parks and Recreation to commemorate the Mormon journey.

Dr. Stanley B. Kimball

West of Castle Rock campsite sheer sandstone cliffs rise 150 feet (46 m.) above the trail.

About 4 miles (6 km.) west of Henefer, the Lone Tree Mormon campsite is marked by a monument.

From here the route crosses a rolling plateau where wagon ruts may be seen. East Canyon Lake and Rockport Lake State Recreation Areas are in the middle of this segment, and the forested Wasatch Mountains rise on either side. Other historic sites include Dixie Hollow Campsite and Pony Express Station, Bauchman's Pony Express Station, the Camp Clayton site, Mormon Flat, Camp Grant, and Big Mountain Pass.

"This is the Place" Monument, a dominant feature at the western terminus of the trail, is located in Pioneer Trail State Park at Emigration Canyon. This and other State recreation areas and historic sites along the trail corridor in Utah attracted over one million visitors in 1975.

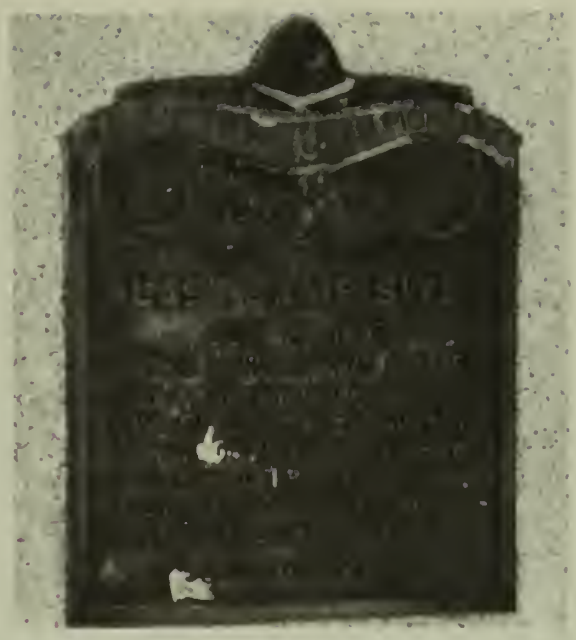
PUBLIC AGENCY INVOLVEMENT IN UTAH

Approximately 40 miles (64 km.), or 57 percent, of the Utah route is on public land, virtually all of which is in highway right-of-way. The remaining 30 miles (48 km.) of the route is on private land.

Dr. Stanley B. Kimball

The trail through Little Emigration Canyon from Mormon Flat to the summit of Big Mountain is much the same as it was when pioneer wagons pushed up the steep ascent.

Utah's Division of Parks and Recreation has marked several historic sites along the trail. This agency is in the process of acquiring and developing a segment of the Mormon Trail in Little Emigration Canyon. The State has planned a series of actions to provide historic and recreation opportunities along the last 36 miles (58 km.) of the Mormon Trail. The terminus, at Pioneer Trail State Park, will include the re-creation of a pioneer village as a living historical museum. An ox-cart trail will provide visitors a portrayal of the Mormon Trail and pioneer life. "This is the Place" Monument, together with part of Emigration Canyon, is a national historic landmark. The Utah Department of Transportation and the State Historical Society have assisted in these efforts.



Dr. Stanley B. Kimball

A monument at the last campsite of Brigham Young before entering the Salt Lake Valley marked the end of the steepest descent on the entire trail from Little Mountain to Emigration Canyon.

The Utah State Comprehensive Outdoor Recreation Plan[1] cites the international significance of Mormon culture and history and specifically mentions the inclusion of the Mormon Pioneer Trail and a national system of historic trails.

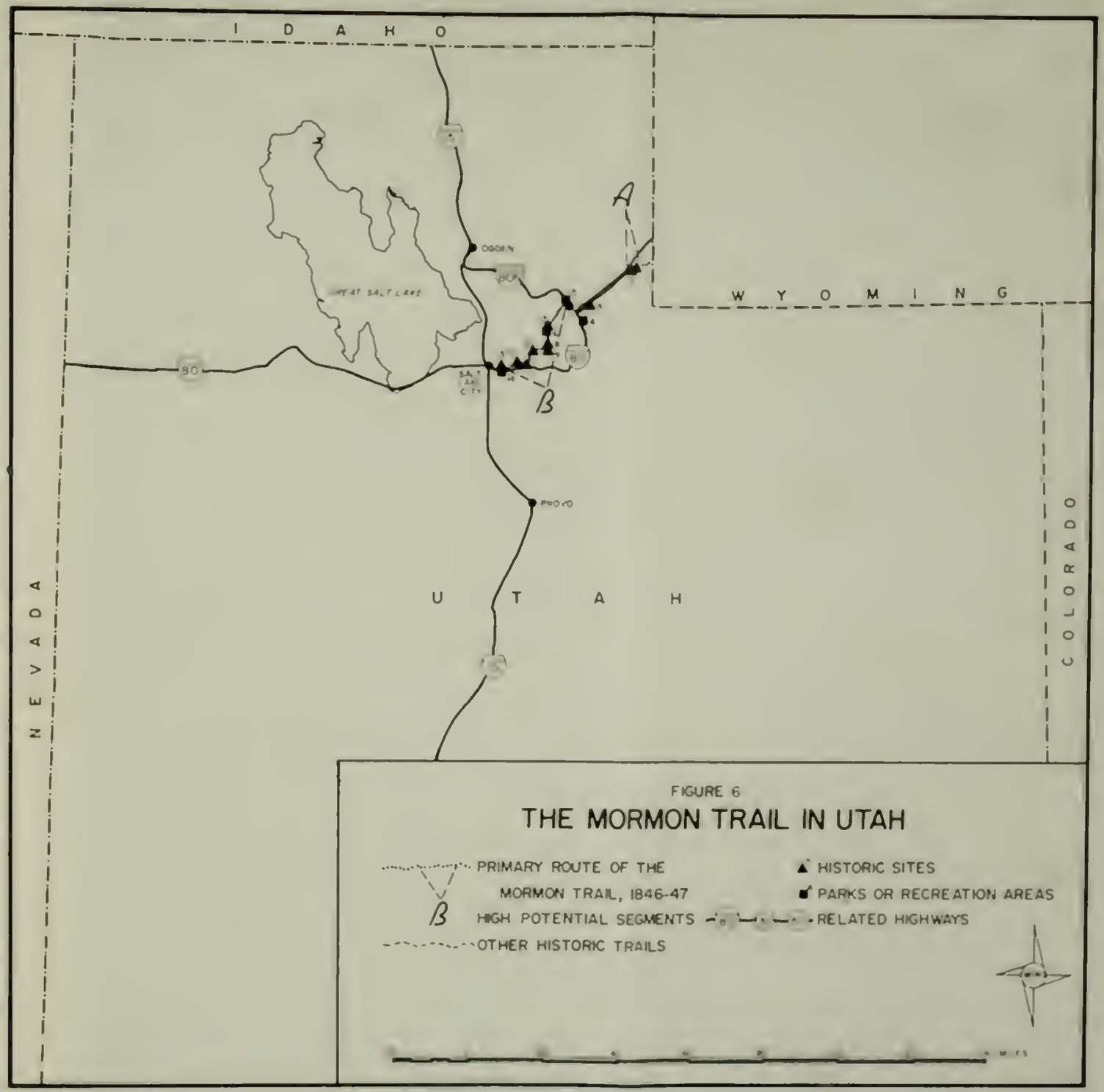
The Church of Jesus Christ of Latter-day Saints has assisted the Division of Parks and Recreation, the State Historical Society, and other organizations by providing information, research, and encouragement for trail preservation, marking, and interpretation.

[1]Utah Department of Natural Resources, *Outdoor Recreation in Utah* (April 1, 1973).

TABLE 4 - UTAH ROUTE SEGMENTS AND SITES[1]

Ref.	High-Potential Segments	Ref.	Historic/Recreation Sites	Type of Site[2]		
				H	R	M
A	Cache Cave-Castle Rock	1	Cache Cave	X		X
		2	Castle Rock	X		X
B	Henefer to "This is the Place"	5	Henefer Memorial State Park	X		X
			Lone Tree Campsite	X		X
			Hogsback Summit	X		X
			Dixie Hollow Springs Camp	X		X
			Dixie Hollow Pony Express Station	X		
		6	East Canyon Lake State Recreation Area		X	
		7	Pioneer Grant's Grave	X		X
			Bauchman's Pony Express Station	X		
			Dutch Hollow, Utah War Fortifications, ruins	X		X
		8	Camp Clayton	X		X
		9	Mormon Flat State Park	X		X
			Little Emigration Canyon and Mormon Fortifications	X		X
		10	Big Mountain Pass and Historical Marker	X		X
			Mountain Dell Reservoir	X	X	X
			Ephraim Hanks Pony Express Station	X		
			George Washington Grove	X	X	
		11	Camp Grant	X		X
			Little Mountain Summit	X		X
			Emigration Canyon	X		X
		12	Last Camp	X		X
			Donner Hill	X		X
		13	"This is the Place" Monument	X		X
		14	Pioneer Trail State Park	X	X	X
	Other Segments	3	Historic Marker and Visitor Center on Interstate 80 and U. S. Highway 30S			
		4	Echo Canyon Reservoir		X	
			Echo Canyon Mormon Fortifications	X		X
			Weber River Explorers Trail Monument	X		
			SALT LAKE CITY			
			Fort Douglas	X		
			Temple Square	X		X
			Seagull Monument	X		X
			Beehive House	X		X

[1]All segments and sites are keyed to figure 6.
[2]Site designations are indicated as: H-Historic Sites; R-Recreation Sites; M-Mormon Trail Sites.


I D A H O
W Y O M I N G
U T A H
NEVADA
COLORADO
A
B
80
GREAT SALT LAKE
SALT LAKE CITY
PROVO
OGDEN
FIGURE 6
THE MORMON TRAIL IN UTAH
PRIMARY ROUTE OF THE MORMON TRAIL, 1846-47
HIGH POTENTIAL SEGMENTS
OTHER HISTORIC TRAILS
HISTORIC SITES
PARKS OR RECREATION AREAS
RELATED HIGHWAYS

LAND OWNERSHIP AND USE

LAND OWNERSHIP

The Mormons traveled across what has become one of the most productive agricultural regions in the world. The rich farmlands of Iowa and eastern and central Nebraska were settled by homesteaders. Most of the semiarid lands along the western portions of the trail became large ranches.

Nearly two-thirds of the trail (822 miles [1,323 km.]) is now in private ownership. The remaining 478 miles (768 km.) are located on public land, about half of which is State-owned highway rights-of-way. The balance of public ownership is State and Federal, with the Bureau of Land Management administering most of the Federal land along the route in Wyoming. Land ownership patterns in each State along the route, shown in table 5, are not expected to change significantly in the future.

TABLE 5 - LAND OWNERSHIP

State	Ownership in Linear Miles (Km.)			
	Federal	State and Local	Private	Total
Illinois[1]	--	--	--	--
Iowa	0	10 (16)	275 (443)	285 (459)
Nebraska	50 (80)	95 (153)	345 (555)	490 (788)
Wyoming	213 (343)	70 (113)	170 (274)	453 (730)
Utah	1 (2)	39 (63)	32 (51)	72 (116)
TOTALS	264 (425)	214 (345)	822 (1,323)	1,300 (2,093)
PERCENT	20	16	64	100

[1]Point of departure (east bank of the Mississippi River at Nauvoo).

LAND USE

The predominant land use is agriculture, ranging from grains, row crops, hay, and pasture in the east to rangeland in the west. Residential development is primarily limited to a few urban areas.

Little commercial use is made of trees, such as ash, cottonwood, and willow, which grow along watercourses. Isolated stands of commercially valuable ponderosa pine and Douglas fir are found near the Continental Divide in Wyoming and throughout the Wasatch Mountains in Utah.

There are no foreseeable major shifts in land use with the possible exception of coal and oil development in Wyoming and eastern Utah. Although the Mormon route does not cross any sites of active mineral extraction, it does pass through areas containing deposits of oil shale, coal, phosphate, trona, and uranium.

TABLE 6 - LAND USE PATTERNS

State	Type of Land Use in Linear Miles (Km.)				
	Urban	Agriculture	Forest	Other[1]	Total
Illinois[2]	--	--	--	--	--
Iowa	19 (31)	254 (409)	10 (16)	2 (3)	285 (459)
Nebraska	34 (55)	445 (716)	8 (13)	3 (5)	490 (789)
Wyoming	22 (35)	417 (671)	6 (10)	8 (13)	453 (729)
Utah	8 (13)	45 (72)	19 (31)	--	72 (116)
TOTALS	83 (134)	1,161 (1,868)	43 (70)	13 (21)	1,300 (2,093)
PERCENT	6	90	3	1	100

[1]Recreation, commercial, and industrial use.
[2]Point of Departure (east bank of the Mississippi River at Nauvoo).

DEVELOPMENT OF THE TRAIL

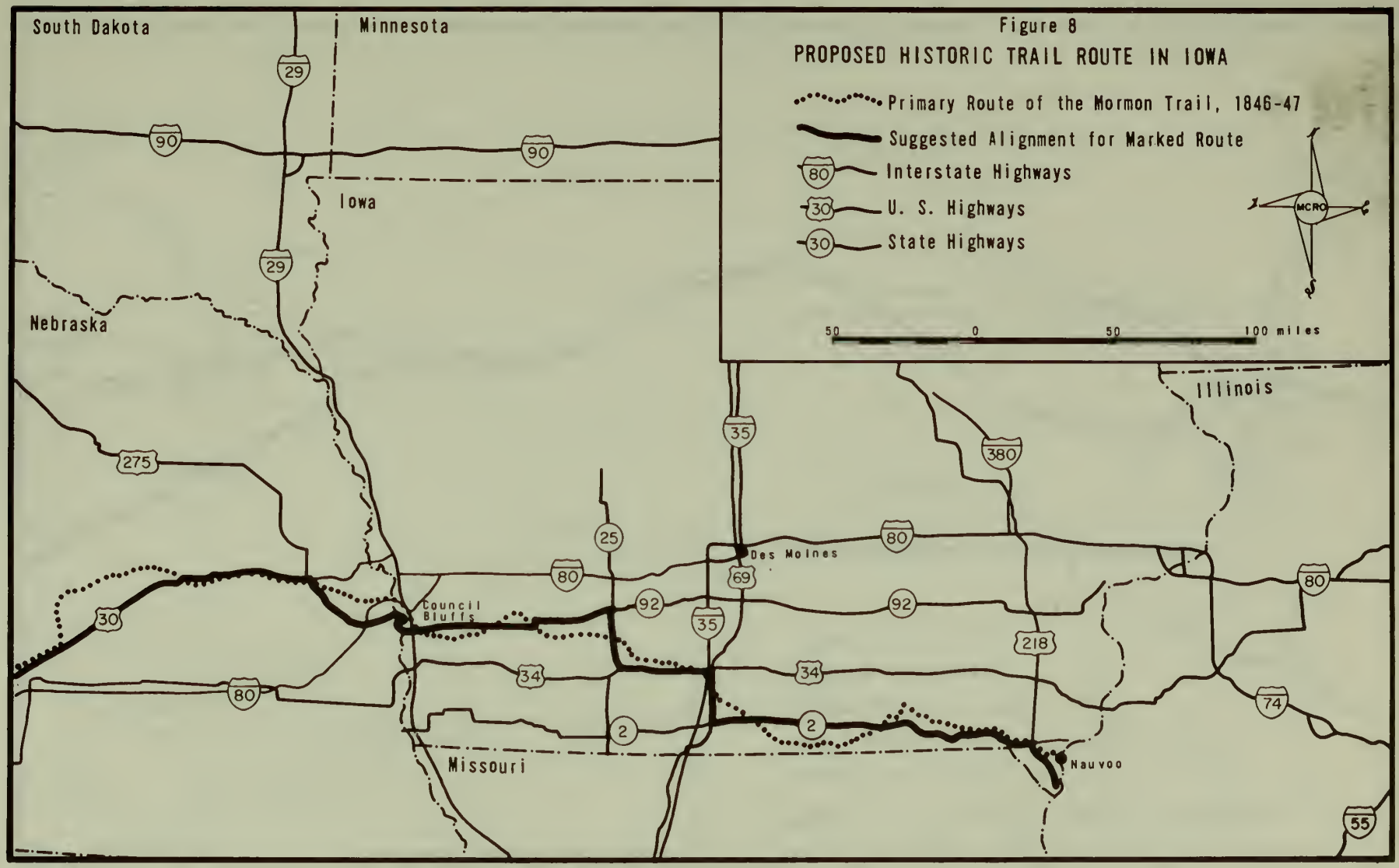
Although much of the Mormon Trail does not possess the qualities necessary for designation as a national scenic trail and development as a continuous hiking trail, the historic importance of the route deserves national commemoration. Therefore, this report recommends that the route be designated as the Mormon Pioneer National Historic Trail and declared a component of the National Trails System. The report further recommends that the Secretary of the Interior utilize this expression of national interest to stimulate and assist Federal, State, local, and private interests in further planning and development of the high-potential route segments using existing Federal and State programs. Potential Federal assistance and funding sources include the much-expanded Land and Water Conservation Fund, Comprehensive Employee Training Act, Youth Conservation Corps, Adult Conservation Corps, and the program and funds for conversion of abandoned railroad rights-of-way to trails. With these programs, the recommendations contained in this report and using local ideas and initiatives as well, communities and organizations along the route have a unique opportunity to preserve historic sites and develop recreation areas for their own use and for the enjoyment of others visiting the Mormon Trail corridor.

The Mormon Pioneer Trail Foundation has established and coordinated trail development procedures among several of the States. It is essential that this mechanism continue to function effectively and be expanded to include all of the involved States. This group should form the nucleus of a volunteer organization encompassing a wide range of entities and individuals concerned with the overall coordination, historical preservation, and further development not only of the marked route, but also the high-potential, cross-country trail segments and other significant historical interpretation and recreational opportunities identified in this report.

Figure 7

Mormon Pioneer Trail Symbol in Iowa.

As shown in figures 8, 9, and 10, a network of State and Federal highways closely follows the Mormon Trail route. To facilitate retracement of the historic route and connect the more than 90 historic sites and recreation areas between Nauvoo and Salt Lake City, markers would be erected along these public roads and highways. The suggested symbol, as shown in figure 7 (used with permission of the Mormon Pioneer Trail Foundation), can be found along roads in Iowa which intersect the route. In addition to directional signs, interpretive signs are recommended for placement along the route at existing public highway rest areas and road pull-off sites. The location of these interpretive signs should be determined by State agencies.


South Dakota
Minnesota
Iowa
Nebraska
Illinois
Missouri
Council Bluffs
Des Moines
Nauvoo
29
90
275
35
380
25
80
69
92
30
34
2
218
74
55
Figure 8
PROPOSED HISTORIC TRAIL ROUTE IN IOWA
Primary Route of the Mormon Trail, 1846-47
Suggested Alignment for Marked Route
Interstate Highways
U. S. Highways
State Highways
MCRO
50 0 50 100 miles

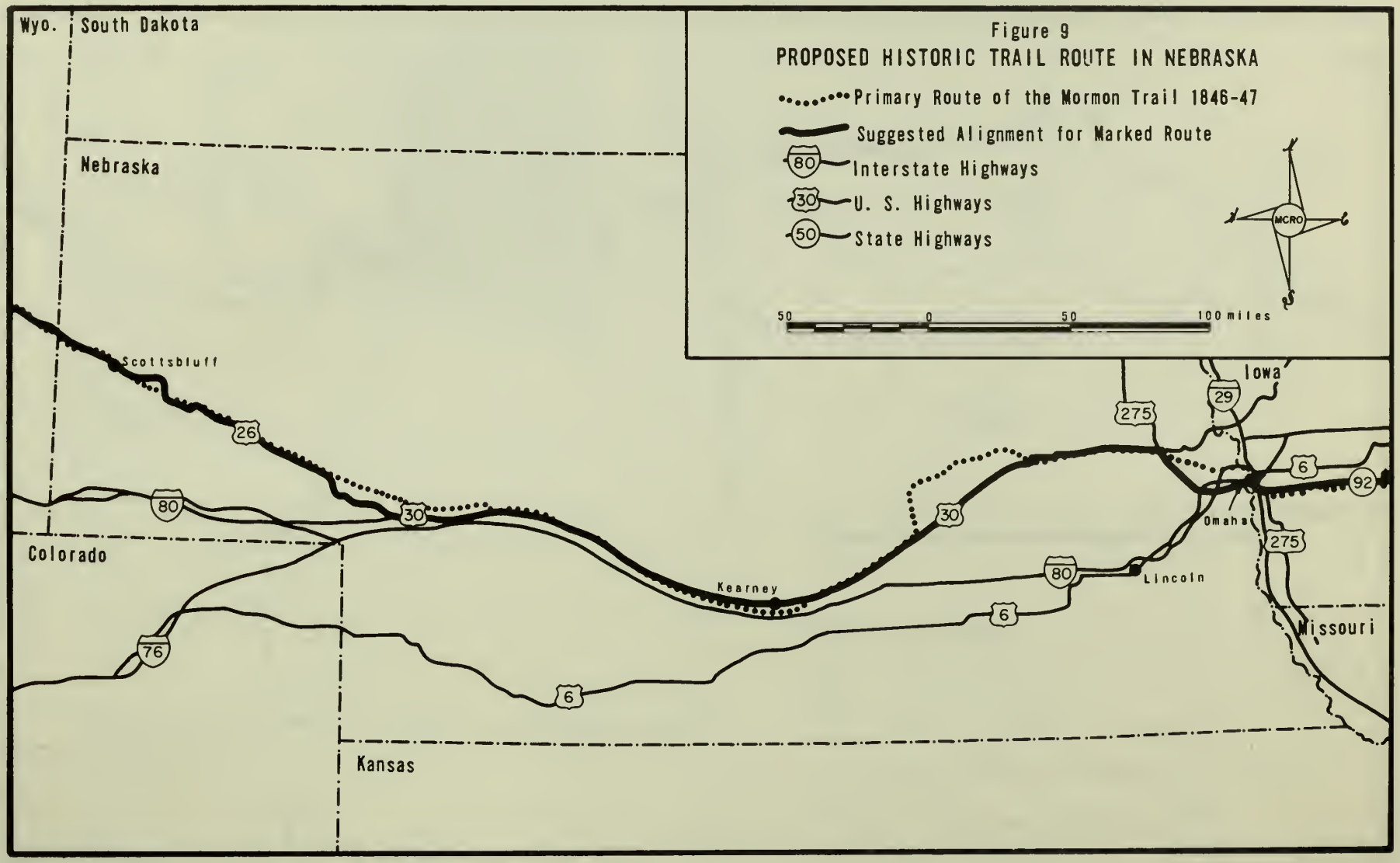


Figure 9
PROPOSED HISTORIC TRAIL ROUTE IN NEBRASKA

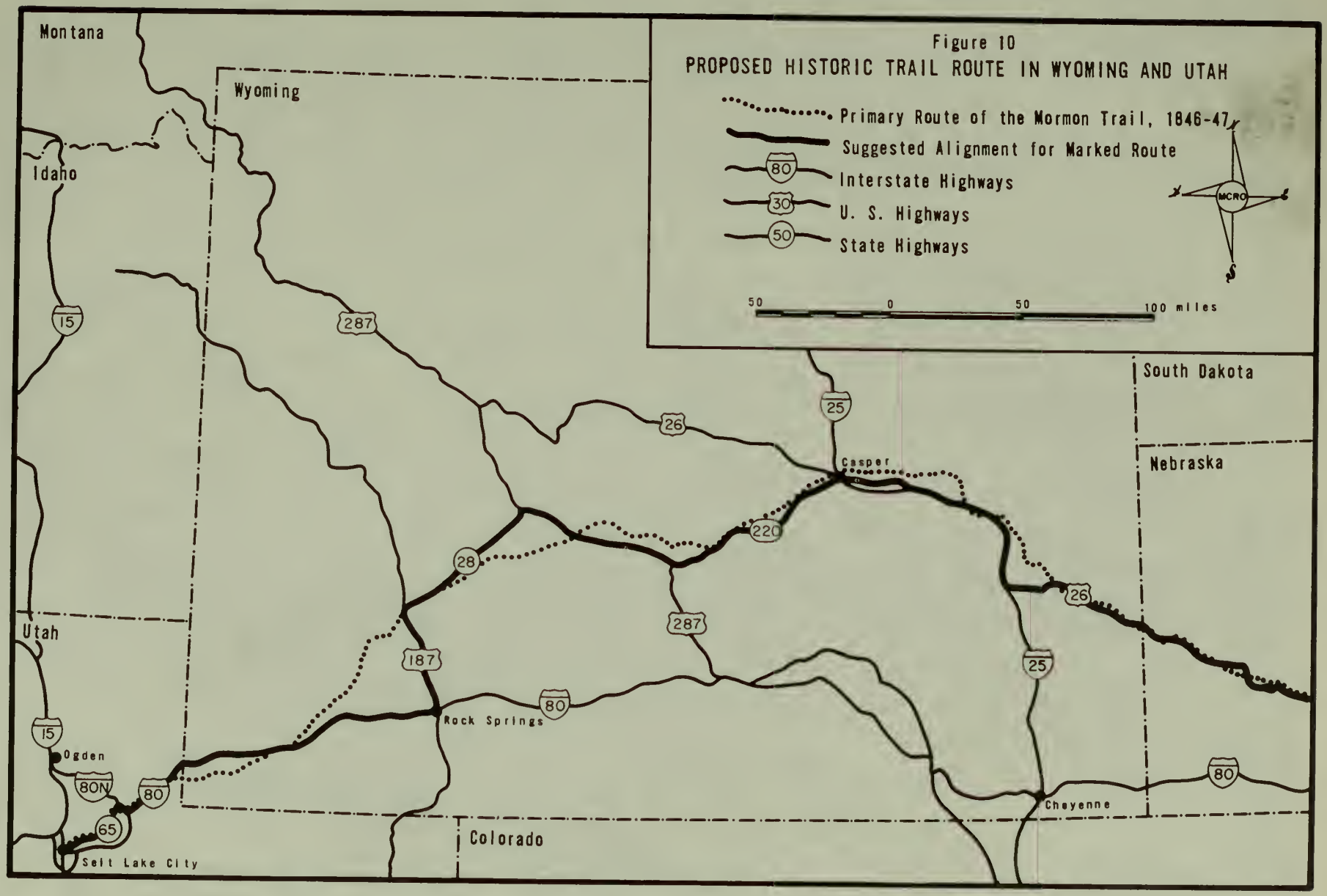


Figure 10
PROPOSED HISTORIC TRAIL ROUTE IN WYOMING AND UTAH
Primary Route of the Mormon Trail, 1846-47
Suggested Alignment for Marked Route
80
Interstate Highways
30
U. S. Highways
50
State Highways
MCRC
50 0 50 100 miles
Montana
Wyoming
Idaho
Utah
Colorado
South Dakota
Nebraska
Casper
Rock Springs
Ogden
Salt Lake City
Cheyenne
15
287
26
25
220
28
187
80N
65

TRAIL ADMINISTRATION AND COSTS

TRAIL ADMINISTRATION

Administration of the trail will be the responsibility of the States. The Secretary of the Interior, under existing authorities, will encourage and assist interested Federal, State, local, and private organizations in the future planning and development of the Mormon Trail. The Mormon Pioneer Trail Foundation should coordinate the efforts of voluntary organizations and individuals concerned with trail preservation and development. In Nebraska and Wyoming where the Mormon and Oregon Trails coincide, close coordination will be necessary to obtain maximum efficiencies.

Detailed surveys of historical, archeological, and cultural resources along the proposed trail should be undertaken following national designation. Properties listed or eligible for listing in the National Register of Historic Places that would be affected by the proposal would be protected according to procedures established by the Advisory Council on Historic Preservation, as required by Section 106 of the National Historic Preservation Act (80 Stat. 915) and Executive Order 11593 (May 13, 1975).

However, Section 4(f) of the Department of Transportation Act, as amended, would not apply to highway agency activities such as modification, changes, or repairs of a routine nature within the rights-of-way of the roads and highways identified as the Mormon Pioneer National Historic Trail.

Planning and development of the trail should include appropriate measures to ensure the protection and maintenance of the historic integrity of the route, safeguards against vandalism of trail remnants and sites, and inappropriate commercial exploitation.

TRAIL COSTS

The Secretary of the Interior will encourage Federal, State, local, and private interests to develop the high-potential trail segments using existing Federal and State programs. Federal costs for the Mormon Pioneer National Historic Trail will be limited to provision of the initial set of directional and interpretive signs, estimated to be approximately $300,000. The Secretary of the Interior will be authorized to make these funds available to States upon application by the Governors. Erection, maintenance, and replacement of signs will be the responsibility of the States.

Although the placement and maintenance of signs and route markers will not involve direct Federal assistance, compliance with all Federal Highway Administration rules, regulations, and procedures which govern such activities will be necessary.

RELATIONSHIP TO PEOPLE

Since ancient times, trails have been of great importance to man's way of life. As traffic corridors, they have provided mobility for many purposes. Trails enabled trade, communication, and movement to improve social and economic conditions.

POPULATION

There are over 5.6 million residents in the 4 States the trail crosses. Table 7 shows the number of residents in each State in 1970 and the projections to the year 2000.

TABLE 7

POPULATION OF THE MORMON TRAIL REGION[1]

State	1970[2] Population	Population Projections[3]	
		1980	2000
Iowa	2,800,000	3,000,000	3,700,000
Nebraska	1,500,000	1,600,000	1,900,000
Wyoming	330,000	360,000	430,000
Utah	1,060,000	1,390,000	2,225,000
TOTALS	5,690,000	6,350,000	8,255,000

[1]Includes only those States which the trail actually crosses.
[2]U. S. Bureau of the Census data, 1970.
[3]Based on 1972 OBERS Projections, Series E, Vol. 4 - The States, U. S. Water Resources Council.

Residing within 100 miles (161 km.) of the trail are over 6 million people as shown in table 8. The majority of these people live in 12 Standard Metropolitan Statistical Areas as depicted in figure 11. By the year 2000 the population within this 100-mile (161-km.) corridor is expected to increase about 24 percent to approximately 8 million.

TABLE 8

POPULATION OF THE MORMON TRAIL CORRIDOR[1]

State	1970 Population
Illinois	1,100,000
Iowa	2,000,000
Nebraska	1,500,000
Wyoming	270,000
Utah	1,100,000
Other[2]	500,000
TOTAL	6,470,000

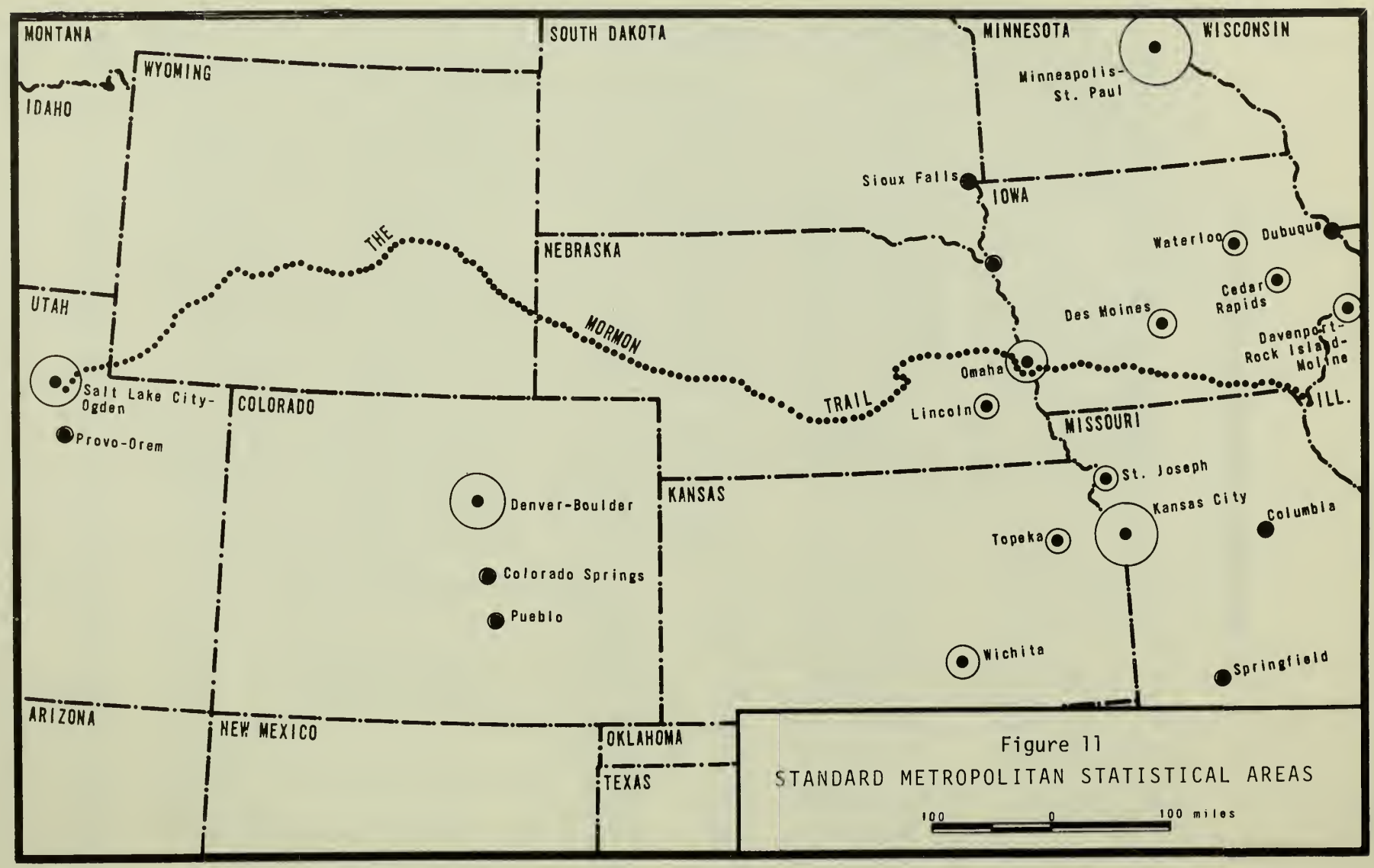
[1]Population within 100 miles (161 km.) of the trail.
[2]States other than those through which the trail actually passes but having residents within 100 miles (161 km.) of the corridor.

VISITATION

In 1975 total visitation at historic sites and recreation areas along the route was estimated at 8,900,000.[1] Most of this visitation occurred at historic sites that have received major interpretive development such as Nauvoo, Illinois; Florence, Nebraska; Fort Laramie and Fort Bridger, Wyoming; and Pioneer Trail Historic Park and Temple Square in Salt Lake City, Utah.

Much of the existing use involves multi-purpose sites such as highway rest areas and State parks. There is no information available which would permit an accurate determination of the percentage of total use directly attributable to the Mormon Trail or its interpretation. The trail proposal, if adopted, will combine many

[1]Based on data supplied by State park, forest, recreation, and historical agencies; the Army Corps of Engineers; U. S. Fish and Wildlife Service; U. S. Forest Service; National Park Service; Bureau of Reclamation; and the Church of Jesus Christ of Latter-day Saints.


MONTANA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
WYOMING
IDAHO
Minneapolis-
St. Paul
Sioux Falls
IOWA
THE
NEBRASKA
Waterloo
Dubuque
UTAH
MORMON
Cedar
Rapids
Des Moines
Davenport-
Rock Island-
Moline
Omaha
TRAIL
ILL.
Salt Lake City-
Ogden
COLORADO
Lincoln
MISSOURI
Provo-Orem
St. Joseph
KANSAS
Denver-Boulder
Kansas City
Columbia
Topeka
Colorado Springs
Pueblo
Wichita
Springfield
ARIZONA
NEW MEXICO
OKLAHOMA
TEXAS
Figure 11
STANDARD METROPOLITAN STATISTICAL AREAS
100
0
100 miles

roads and highways that intersect or parallel the trail into a uniformly marked route. Consultation with the affected State highway departments during the course of this study indicates that formal designation and marking of the routes with directional and interpretive signs is not expected to generate a significant amount of additional traffic. However, some travelers may be drawn to the marked trail from other nearby routes. Any future increase in use will take place largely during the summer season which is approximately 20 weeks long. Little or no increase is expected in winter use.

On the other hand, every State along the route has identified a growing need for additional hiking trails. Consequently, existing and any new cross-country trails that might be developed by State or local interests on or near the route are expected to receive considerable use by hikers, backpackers, horseback riders, and bicyclists.

SOCIOECONOMIC EFFECTS

The proposed Mormon Pioneer National Historic Trail will enhance the recreation and historical experience of travelers and further contribute to the economy of the area. Expenditures for outdoor recreation and associated services already contribute significantly to that economy, for recreation has been and still remains one of the main industries of the region. Development of the trail will create a small increase in the tourism base of affected States, and the expansion of commercial and recreation services will proportionately increase local tax revenues and employment levels.

The use of established private recreation and historical facilities along the trail is compatible with the proposal and should be encouraged. The private sector will be favorably impacted by increases in expenditures for transportation, food, gifts, souvenirs, lodging, and related services.

It should be emphasized that the intent of the historic trail proposal is not to promote additional tourism and increase the sum total of use by motorized vehicles, but rather to simply enhance the experience of those already traveling on or near the route.

The Mormon Trail route traverses approximately 400 miles (644 km.) of land containing potential energy resources, including oil shale and coal deposits in southwest Wyoming. The route does not cross any sites of active mineral extraction. It does, however, pass through areas containing deposits of economic importance - phosphate ores in Sublette and Lincoln Counties, Wyoming, limestone between Sidney and Scottsbluff, Nebraska, trona and uranium near Rock Springs, Wyoming. The designation and marking of the Mormon Pioneer National Historic Trail will in no way preclude the development of known mineral deposits or any other short- or long-term uses of the land.

ALTERNATIVES FOR ESTABLISHMENT OF THE TRAIL

The following alternatives were considered during the study of the Mormon Trail:

ALTERNATIVE NO. 1 - NO FEDERAL ACTION

The effect of a no-action alternative would be basically a maintenance of the status quo. Concerned public and private organizations could interpret "no designation" as a lack of interest at the national level and much of the momentum for planning, preservation, and interpretive development along the historic route would be lost. However, some additional development and interpretation by individuals, local agencies, and private organizations would take place.

ALTERNATIVE NO. 2 - DESIGNATION ONLY

This alternative is limited to designation by Congress of the entire route as the Mormon Pioneer National Historic Trail. Neither directional marking and interpretive signs along the highways to enhance the experience of those traveling the route nor any other developments are included in this alternative.

Designation would recognize the original trail's significance as a national historic route, but would provide limited incentive for preservation and development of historic sites.

ALTERNATIVE NO. 3 - DESIGNATE AND MARK A NATIONAL HISTORIC TRAIL ALONG THE MORMON TRAIL

This alternative is the proposed action as stated in the report. The historic importance of the Mormon Trail would be recognized through designation as the Mormon Pioneer National Historic Trail. The Secretary of the Interior would utilize this expression of national interest to stimulate and assist public and private entities in further coordinated planning and development using existing programs and funds. To facilitate retracement of the route and connect the numerous historic and recreation sites, the route would be marked with a standard symbol.

Among the several proposals considered by the Federal-State study team, this alternative received the strongest support at the public meetings held in each of the States. Although the reasons given varied to some degree, there was a general consensus by study participants and other interest groups and individuals on the following points:

1. Although the Mormon Trail is but one of many which form a westward migration corridor, some type of national recognition and uniform marking would be appropriate.

2. Given the current economic situation and other national priorities, now is not the time for a massive Federal investment in the Mormon Trail.

Further, much can be done without substantial expenditure by the Federal Government.

3. No plan would be supported which created the possibility that any Federal or State agency might utilize the power of eminent domain to acquire a continuous strip of land for the entire Mormon Trail corridor.

4. Developmental activities along the trail should be primarily initiated by local agencies and/or citizen groups.

ALTERNATIVE NO. 4 - DESIGNATE THE TRAIL, ESTABLISH A NATIONAL HISTORIC TRAIL, INCLUDING SELECTED HIKING, BIKING, OR BRIDLE TRAILS

This alternative consists of the proposed action, plus the development of hiking, biking, or horseback riding trails along the route segment identified as having high potential for recreation and historical uses.

Scenic quality, recreation potential, and the presence of significant historic sites in the trail corridor were major criteria in determining high-potential route segments.

This alternative consists of three separate options:

A. Develop Hiking and Biking Trails within the Rights-of-Way of Selected Highways. Approximately 300 miles (483 km.) of high-potential segments could be utilized for hike-bike trails within the rights-of-way of existing primary and secondary highways.

B. Develop Hiking, Biking, or Bridle Trails on or Adjacent to Selected Minor or Primitive Roads. Approximately 300 miles (483 km.) of hiking, biking, or horseback riding trails, not including the 300 miles (483 km.) referred to in Alternative 4A, could be developed on high-potential route segments adjacent to minor or primitive roads.

In addition to recreation opportunities provided in Alternative 4A, this option would provide for continuous highway and back-road hiking, biking, and horseback riding trails along each of the high-potential segments.

C. Develop Hiking or Bridle Trails on Cross-Country Portions of the Mormon Trail. About 100 miles (161 km.) of hiking and horseback riding trails could be located on cross-country portions of high-potential segments adjacent to existing remnants of the Mormon route. This mileage is in addition to the 600 miles (966 km.) referred to in Alternatives 4A and 4B.

More recreation opportunities would be offered by this alternative than by the other alternatives. In certain high-potential segments, the use of existing canal and levee rights-of-way which closely follow the route could provide a quality trail experience.

Combined concepts in this alternative would establish a series of hiking trails along highways, roads, and cross-country segments possessing high

potential for historical, recreational, and/or scenic interest along the Mormon Trail corridor.

As shown on table 9, Alternatives and Costs, Alternative No. 4 options, individually or in combinations, represent multi-million-dollar Federal investments. Although certain elements of this alternative did receive moderate support, a general resistance to major Federal investments in a segmented or highway-oriented hiking trail developed early in the study process. Further, study participants were concerned with possible adverse impacts on local economies and the loss of highly productive agricultural lands. Therefore, it was the consensus that implementation of the more desirable hiking trail features of Alternative No. 4 be dependent on non-Federal initiatives.

As evidence of its continuing interest in future trail possibilities, the Bureau of Outdoor Recreation will make available the field data and other related information collected during the study and provide technical assistance to those interested in carrying out the recommendations of this report and to State, local, and private entities concerned with the development of additional hiking, biking, and bridle trails.

BOR Photo

Ayers Natural Bridge in Wyoming was a favored emigrant camping place and is today a public recreation area.

TABLE 9 - MORMON TRAIL ALTERNATIVES AND COSTS

No. 1	No. 2	No. 3	No. 4a	No. 4b	No. 4c	Summary of Alternative No. 4 Options
No action	Congressional designation of the route as the Mormon Pioneer National Historic Trail	Congressional designation of the route as the Mormon Pioneer National Historic Trail	Congressional designation of the route as the Mormon Pioneer National Historic Trail	Congressional designation of the route as the Mormon Pioneer National Historic Trail	Congressional designation of the route as the Mormon Pioneer National Historic Trail	Congressional designation of the route as the Mormon Pioneer National Historic Trail
		Marked trail (1300 miles - 2092.1 km.) $300,000 for signing $30,000 annual maintenance	Marked trail (1300 miles - 2092.1 km.) $300,000 for signing $30,000 annual maintenance	Marked trail (1300 miles - 2092.1 km.) $300,000 for signing $30,000 annual maintenance	Marked trail (1300 miles - 2092.1 km.) $300,000 for signing $30,000 annual maintenance	Marked trail (1300 miles - 2092.1 km.) $300,000 for signing $30,000 annual maintenance
			Hike/bike trails along highway rights-of-way (300 miles - 482.8 km.) $5,000,000 development $2,000,000 annual maintenance			a plus b $8,300,000 acquisition and development $4,030,000 annual maintenance -OR-
				Hike/horse trails along primitive roads (300 miles - 482.8 km.) $3,000,000 acquisition and development $2,000,000 annual maintenance		a plus c $6,800,000 acquisition and development $2,280,000 annual maintenance -OR-
					Cross-country trails (100 miles - 160.9 km.) $1,500,000 acquisition and development $250,000 annual maintenance	b plus c $4,800,000 acquisition and development $2,280,000 annual maintenance -OR-
						a plus b plus c $9,800,000 acquisition and development $4,280,000 annual maintenance
No cost	No cost	$300,000 development $30,000 annual maintenance	$5,300,000 development $2,030,000 annual maintenance	$3,300,000 acquisition and development $2,030,000 annual maintenance	$1,800,000 acquisition and development $280,000 annual maintenance	

APPENDIX A – CRITERIA FOR NATIONAL SCENIC TRAILS

NATIONAL SIGNIFICANCE

National scenic trails, for their length or the greater portion thereof, should incorporate a maximum of significant characteristics, tangible and intangible, so that those, when viewed collectively, will make the trail worthy of national scenic designation. National significance implies that these characteristics, i.e., the scenic, historical, natural, or cultural qualities of the areas through which the trail passes, are superior when compared to those of other trails - not including national scenic trails - situated throughout the country. National scenic trails should, with optimum development, be capable of promoting interest and drawing power that could extend to any section of the conterminous United States.

ROUTE SELECTION

1. The routes of national scenic trails should be so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historical, natural, or cultural qualities of the areas through which such trails may pass. They should avoid, insofar as practicable, established highways, motor roads, mining areas, power transmission lines, existing commercial and industrial developments, range fences and improvements, private operations, and any other activities that would be incompatible with the protection of the trail in its natural condition and its use for outdoor recreation.

2. National scenic trails of major historic significance should adhere as accurately as possible to their main historic route or routes.

ACCESS

National scenic trails should be provided with adequate public access through establishment of connecting trails or by use of trail systems other than the National Trail System. Access should be provided at reasonable intervals and should take into consideration the allowance for trips of shorter duration.

PLACEMENT

National scenic trails shall be primarily land based.

LENGTH

National scenic trails shall be extended trails, usually several hundred miles or longer in length.

CONTINUITY

National scenic trails should be continuous for the duration of their length.

APPENDIX B
PROPOSED CRITERIA FOR NATIONAL HISTORIC TRAILS

DESIGNATION

National Historic Trails may be authorized and designated only by Act of Congress. Studies of routes for designation as National Historic Trails shall be made for those trail routes named in the National Trails System Act which are substantially of a historic nature and other similar study routes subsequently authorized by Congress.

Determination of the national significance of a proposed National Historic Trail shall be made in accord with the criteria of national significance developed under the Historic Sites Act of 1935. As is the case in the designation of National Historic Landmarks, the criteria which address the qualities of association and integrity will apply to the entire historic entity and to the segments recommended for specific use and identification.

National Historic Trails are segments of historic routes established as interpretive/recreation trails. Travel by foot, horseback, bicycle, or other non-motorized means would be permitted where appropriate along such trails. A historic trail may be on or follow a waterway. Segments chosen should represent the route or its general historic environment or contain historic structures and sites important to the trail. Selected, existing public highways and roads approximating the historic alignment of a historic route may be marked to facilitate retracement of the historic route by motorized vehicle or bicycle and tie together trail segments.

The Federal Government would be responsible for protecting and maintaining only those segments of the trail crossing Federal lands. Federal acquisition would be restricted to those lands needed for insuring historical integrity or for the interpretation and preservation of historic sites, structures, objects, and/or trail remnants having high potential for enhancing the public's identification of the Nation's historic heritage, or whose historic integrity could not be preserved under any other ownership. The balance would be protected and maintained by States and local governments and private interests. Recreational use of a National Historic Trail shall be directed toward or complement the appreciation of its history and its surviving historic remnants.

National Historic Trail studies shall be conducted by the Secretary of the Interior or by the Secretary of Agriculture where lands administered by him are involved. Such studies shall be conducted in consultation with the heads of other Federal agencies administering land through which the proposed historic trail would pass and in cooperation with interested interstate, State, and local government agencies, public and private organizations, and landowners and land users concerned. An environmental assessment is required for each study.

ROUTE LOCATION

Routes, or segments thereof, containing man-made developments of a disruptive or distracting nature and lacking historical integrity generally will not be established as National Historic Trails.

To facilitate retracement of designated historic routes, existing public roads and highways nearest to the route's historic location may be marked. Guide maps may be made available and interpretive displays erected to indicate to the traveler where the actual historic route is being followed or crossed.

Development of National Historic Trails should be accomplished in a manner that will protect historic sites, remnants, and artifacts. Consideration should be given to protection of historic trails from incompatible land use.

APPENDIX C

SITES LISTED ON
THE NATIONAL REGISTER OF HISTORIC PLACES
AND
PUBLIC RECREATION AREAS

MORMON TRAIL CORRIDOR
(ILLINOIS, IOWA, NEBRASKA, WYOMING, AND UTAH)

TABLE 10 - RECREATION AREAS AND ACTIVITIES - ILLINOIS-IOWA

Map Key No.	Name of Area	Ownership[1]	Boat	Camp	Fish	Hike	Hunt	Picnic	Swim
1	Nauvoo State Park	S	X	X	X	X		X	
2	Chatfield Park	C		X			X	X	
3	Wilson Lake	C		X			X	X	
4	Shimek State Forest	S		X	X	X	X	X	
5	Bentonsport River Front Park	C			X				
6	Lacey-Keosauqua State Park	S	X	X	X	X	X	X	
7	Lake Fisher Park	C	X		X	X	X		X
8	Drakesville Park	C		X	X				
9	Lake Wapello State Park	S		X				X	
10	Sharon Bluffs State Park	S			X	X		X	
11	Lelah Bradley Park	C	X	X	X			X	
12	Mystic Reservoir	C	X	X				X	
13	Corydon Lake County Park	C						X	
14	Bob White State Recreation Area	S	X	X	X			X	
15	Nine Eagles Recreation Area	S	X	X	X			X	X
16	Slip Bluff Park	C		X	X			X	
17	Whitebreast Unit	S				X	X		
18	Thayer Pond	S	X		X		X		
19	Talmadge Hill Park	C						X	
20	Green Valley Recreation Area	S	X					X	X
21	Orient Gun Club	P							
22	Greenfield Reservoir Recreation Area	C				X		X	
23	Meadow Lake	S	X		X		X		
24	Adair Wildlife Area	S					X		
25	Mormon Trail Park	C	X	X				X	
26	Cold Springs State Park	S	X	X	X	X		X	X
27	Indian Creek Wildlife Area	C					X		
28	Iranistan Rock Quarry	P							
29	Willow Slough	S	X		X		X		
30	Lake Manawa State Recreation Area	S	X		X	X	X	X	
31	Missouri River Access	S	X	X	X			X	
32	Smith Area	S			X	X			
33	Gifford Sanctuary	S				X			

[1]Ownership Symbols: F-Federal, S-State; C-County; M-Municipal; P-Private; Q-Quasi-Public.

TABLE 11 - NATIONAL REGISTER SITES ALONG THE MORMON TRAIL CORRIDOR - ILLINOIS AND IOWA

Ref.	Name of Site	Location	County
A	Carthage Jail[1]	Carthage	Hancock
B	Nauvoo Historic District[1] (National Historic Landmark)	Nauvoo	Hancock
C	General William Worth Belknap House	Keokuk	Lee
D	Dr. Frank Brown House	Keokuk	Lee
E	U. S. Post Office and Courthouse	Keokuk	Lee
F	Justice Samuel Freeman Miller House	Keokuk	Lee
G	Old Fort Madison	On site in Fort Madison	Lee
H	Bentonsport	Keosauqua vicinity	Van Buren
J	Hotel Manning	Keosauqua	Van Buren
K	James B. Weaver House	Bloomfield	Davis
L	Davis County Courthouse	Bloomfield	Davis
M	Stringtown House	Centerville vicinity	Davis
N	Stratton House	Centerville	Appanoose
P	Pleasant Hill School	Lineville vicinity	Wayne
Q	Creston Railroad Depot	Creston	Union
R	Grenville M. Dodge House	Council Bluffs	Pottawattamie
S	Pottawattamie County Jail	Council Bluffs	Pottawattamie

[1]Related Directly to Mormon Trail

Figure 12

IOWA-ILLINOIS - HISTORIC SITES AND RECREATION AREAS

PRIMARY ROUTE OF THE MORMON TRAIL, 1846-47

D HISTORIC SITES

15 RECREATION AREAS

20 0 20 40 60 80 100 120 MILES

MINNESOTA

SOUTH DAKOTA

NEBRASKA

IOWA

ILLINOIS

MISSOURI

DES MOINES

DES MOINES RIVER

WEST NISHNABOTNA RIVER

EAST NISHNABOTNA RIVER

COUNCIL BLUFFS

NAUVOO

MONTROSE

TABLE 12 - RECREATION AREAS AND ACTIVITIES - NEBRASKA

Map Key No.	Name of Area	Ownership[1]	Boat	Camp	Fish	Hike	Hunt	Picnic	Swim
1	Fontenelle Forest and National Recreation Trail	Q				X		X	
2	Two Rivers Recreation Area	S	X	X	X	X	X	X	
3	Louisville Recreation Area	S	X	X	X	X	X	X	
4	Memphis Recreation Area	S	X	X	X	X	X	X	
5	Pioneer Wayside Area	S		X		X		X	
6	Fremont Recreation Area	S	X	X	X	X		X	X
7	Whitetail Special Use Area	S				X	X		
8	Skull Creek Wildlife Area (Abie)	S				X			
9	Skull Creek Wildlife Area (Brainard)	S				X			
10	Mormon Trail Wayside Area	S				X		X	
11	Hord Lake Recreation Area	S	X	X	X	X	X	X	X
12	Long Bridge	C	X	X	X	X			
13	Cornhusker Special Use Area	S				X	X	X	
14	Stolley	M				X		X	
15	Mormon Island Wayside Area	S	X	X	X	X		X	X
16	Ash Grove Use Area	S				X		X	
17	Loch Linda Special Use Area	S	X	X	X	X	X	X	X
18	Cheyenne Wayside Area	S	X	X	X	X		X	
19	Wood River West Special Use Area	S	X	X	X	X	X		X
20	War Axe Wayside Area	S	X	X	X	X		X	X
21	Denman Island Special Use Area	S	X		X	X	X	X	
22	Windmill Wayside Area	S		X	X	X		X	X
23	Bassway Strip Wildlife Area	S	X	X	X	X	X		X
24	Bufflehead Wildlife Area	S	X	X		X		X	
25	Fort Kearny Historical Park	S				X		X	
26	Kearney Recreation Area	S	X	X	X	X		X	X
27	Kea West Wildlife Area	S	X	X	X	X	X		X
28	Kea Lake Wildlife Area	S	X		X	X	X		X
29	Cottonmill Lake Recreation Area	M	X	X	X	X		X	X
30	East Odessa Wildlife Area	S	X	X	X	X	X	X	
31	Union Pacific Wayside Area	S	X	X	X	X		X	
32	Coot Shallows Wildlife Area	S	X	X	X	X	X	X	X
33	Blue Hole East Wildlife Area	S	X	X	X	X	X		X
34	Sandy Channel Wildlife Area	S	X		X	X	X		X
35	Blue Hole Wildlife Area	S	X	X	X	X	X	X	X
36	West Elm Creek Wildlife Area	S			X	X			
37	Dogwood Wildlife Area	S	X	X	X	X	X	X	X
38	Johnson Lake Recreation Area	S	X	X	X	X	X	X	X
39	Lexington (North)	S	X		X	X			X
40	Lexington (South)	S	X		X	X			X
41	Overton Use Area	S				X			
42	East Darr Use Area	S	X		X	X	X		X
43	Darr Use Area	S	X		X	X	X		X
44	Darr Strip Use Area	S	X		X	X	X		X
45	Plum Creek Special Use Area	S			X	X	X		
46	East Cozad Use Area	S				X		X	
47	Cozad Wildlife Area	S	X	X	X	X	X		X
48	Gallagher Canyon Recreation Area	S	X	X	X	X	X	X	X
49	West Cozad Wildife Area	S	X	X	X	X	X		X
50	Midway Special Use Area	S						X	
51	East Gothenburg Wildlife Area	S	X	X	X	X	X		X
52	West Gothenburg Wildlife Area	S	X	X	X	X	X		X
53	East Willow Island Wildlife Area	S	X	X	X	X	X		X
54	Jeffrey Lake Special Use Area	S			X	X	X	X	
55	Brady Wildlife Area	S	X	X	X	X	X	X	X
56	Willow Island Wildife Area	S	X	X	X	X	X	X	X
57	West Brady Wildlife Area	S	X		X	X			X
58	Fort McPherson Wayside Area	S	X	X	X	X		X	
59	Cottonwood Canyon Special Use Area	S			X	X	X		
60	Box Elder Canyon Special Use Area	S			X	X			
61	West Maxwell Wildlife Area	S	X	X	X	X	X		X
62	Fremont Slough Wildlife Area	S	X	X	X	X	X		X
63	Lake Maloney Recreation Area	S	X	X	X	X	X	X	X
64	Buffalo Bill Ranch Historical Park	S				X			
65	Birdwood Lake Wildlife Area	S		X	X			X	
66	East Hershey Wildlife Area	S	X	X	X	X	X		X
67	Hershey Wildlife Area	S	X	X	X	X	X		X
68	West Hershey Wildlife Area	S	X		X	X	X		X
69	East Sutherland Wildlife Area	S	X	X	X	X	X	X	X
70	Sutherland Reservoir Special Use Area	S	X	X	X	X	X		X
71	Ogallala Strip Wildlife Area	S	X			X	X		
72	Big Springs Wildlife Area	S				X	X		
73	Lake Ogallala Recreation Area	S	X	X	X	X	X	X	X
74	Lake McConaughy Recreation Area	S				X	X		X
75	Clear Creek (Lake McConaughy) Special Use Area	S				X	X		
76	Ash Hollow Historic Park	S					X		X
77	Blue Water Battlefield Overlook Historical Park	S					X		
78	Bridgeport Recreation Area	S	X	X	X	X	X	X	X
79	Wildcat Hills Recreation Area	S		X		X	X	X	
80	Nine Mile Creek Special Use Area	S			X	X	X	X	
81	Minatare Lake Recreation Area	S	X	X	X	X	X	X	X

[1]Ownership Symbols: F-Federal; S-State; C-County; M-Municipal; P-Private; Q-Quasi-Public.

TABLE 13 - NATIONAL REGISTER SITES ALONG THE MORMON TRAIL CORRIDOR - NEBRASKA

Ref.	Name of Site	Location	County
A	Various sites in the Omaha Area	Omaha	Douglas
	Aquilla Court Building		
	Bank of Florence[1]		
	Guy C. Barton House		
	General George Crook House		
	George A. Joslyn Mansion		
	Omaha National Bank Building		
	Union Passenger Terminal		
	Astro Theater		
	Burlington Headquarters Building		
	Burlington Station		
	City National Bank Building and Creighton Orpheum Theater		
	Joel N. Cornish House		
	Fort Omaha Historic District		
	Gottlieb Storz House		
	Trinity Cathedral		
B	Cabanne Archeological Site	About 2 miles north of Omaha	Douglas
C	Campe-Fremont I Archeological Site	Omaha vicinity	Douglas and Sarpy
D	Moses Merrill Mission and Oto Indian Village	LaPlatte	Sarpy
E	Various Sites in Belleview Area	Belleview	Sarpy
	Fontenelle Forest Historic District[1]		
	Fontenelle Bank		
	Burlington Depot		
	William Hamilton House		
	Old Log Cabin		
	Presbyterian Church		
F	Kurz Omaha Village	Papillion vicinity	Sarpy
G	Pahuk	Cedar Bluffs vicinity	Saunders
H	McClean (McClaine) Site	2 miles south of Inglewood	Saunders
J	Woodcliff Burials	Inglewood vicinity	Saunders
K	Yutan Site	Yutan vicinity	Saunders
L	Leshara Site	Leshara vicinity	Saunders
M	Love-Larson Opera House	Fremont	Dodge
N	Bellwood Archeological Site	Bellwood	Butler
P	Various Sites in Schuyler Area	Schuyler vicinity	Colfax
	Schuyler Site		
	Wolfe Archological Site		
R	Fey Archeological Site	Creston vicinity	Platte
S	Wurdeman-Lawson Archological Site	SE of Creston	Platte
T	Glur's Tavern	Columbus	Platte
U	Larson, Hanna Archeological Site (Looking Glass Site)	Monroe vicinity	Platte
V	Genoa Site[1]	1 mile south of Genoa	Nance
W	Burkett Archeological Site	SW of Genoa	Nance
X	Pawnee Mission and Burnt Village Archeological Site[1]	Genoa vicinity	Nance
Y	Wright Site	Genoa vicinity	Nance
Z	Fullerton Archeological Site	NE of Fullerton	Nance
AA	Horse Creek Pawnee Village	SW of Fullerton	Nance
BB	Cunningham Archeological Site	3 miles SE of Fullerton	Nance
CC	Cottonwood Creek Archeological Site	Belgrade vicinity	Nance
DD	Various Sites in Grand Island Area	Grand Island	Hall
	Stolley State Park Historic District[1]		
	Grand Island Carnegie Library		
	Grand Island FCC Monitoring Facility		
EE	George W. Frank House	Kearney	Buffalo
FF	Dobytown	SE of Kearney	Kearney
GG	Fort Kearny	2 miles west of Newark	Kearney
HH	Midway Stage Station	Gothenburg vicinity	Dawson
JJ	O'Fallon's Bluff	Sutherland vicinity	Lincoln
KK	California Hill (Oregon Trail Remains)	Brule vicinity	Keith
LL	Diamond Springs Stage Station Site	Brule vicinity	Keith
MM	Beauvais Ranch Site	Brule vicinity	Keith
NN	Leonidas A. Brandhoefer Mansion	Ogallala	Keith
PP	Ash Hollow Historic District	Lewellen vicinity	Garden
QQ	Ash Hollow Cave	Lewellen vicinity	Garden
RR	Oshkosh Opera House	Oshkosh	Garden
SS	Camp Clark Bridge[1]	Bridgeport	Morrill
TT	Courthouse and Jail Rocks[1]	Bridgeport vicinity	Morrill
UU	Chimney Rock[1] (National Historic Site)	Bayard vicinity	Morrill
VV	Mud Springs Pony Express Station	Dalton vicinity	Morrill
WW	Robidoux Pass (National Historic Landmark)	Gering vicinity	Scottsbluff
XX	Scotts Bluff National Monument	Gering vicinity	Scottsbluff
YY	Signal Butte	Gering vicinity	Scottsbluff

[1]Related Directly to Mormon Trail

Figure 13

NEBRASKA - HISTORIC SITES AND RECREATION AREAS

PRIMARY ROUTE OF THE MORMON TRAIL, 1846-47

0 HISTORIC SITES

15 RECREATION AREAS

MCRD

20 0 20 40 60 80 100 120 MILES

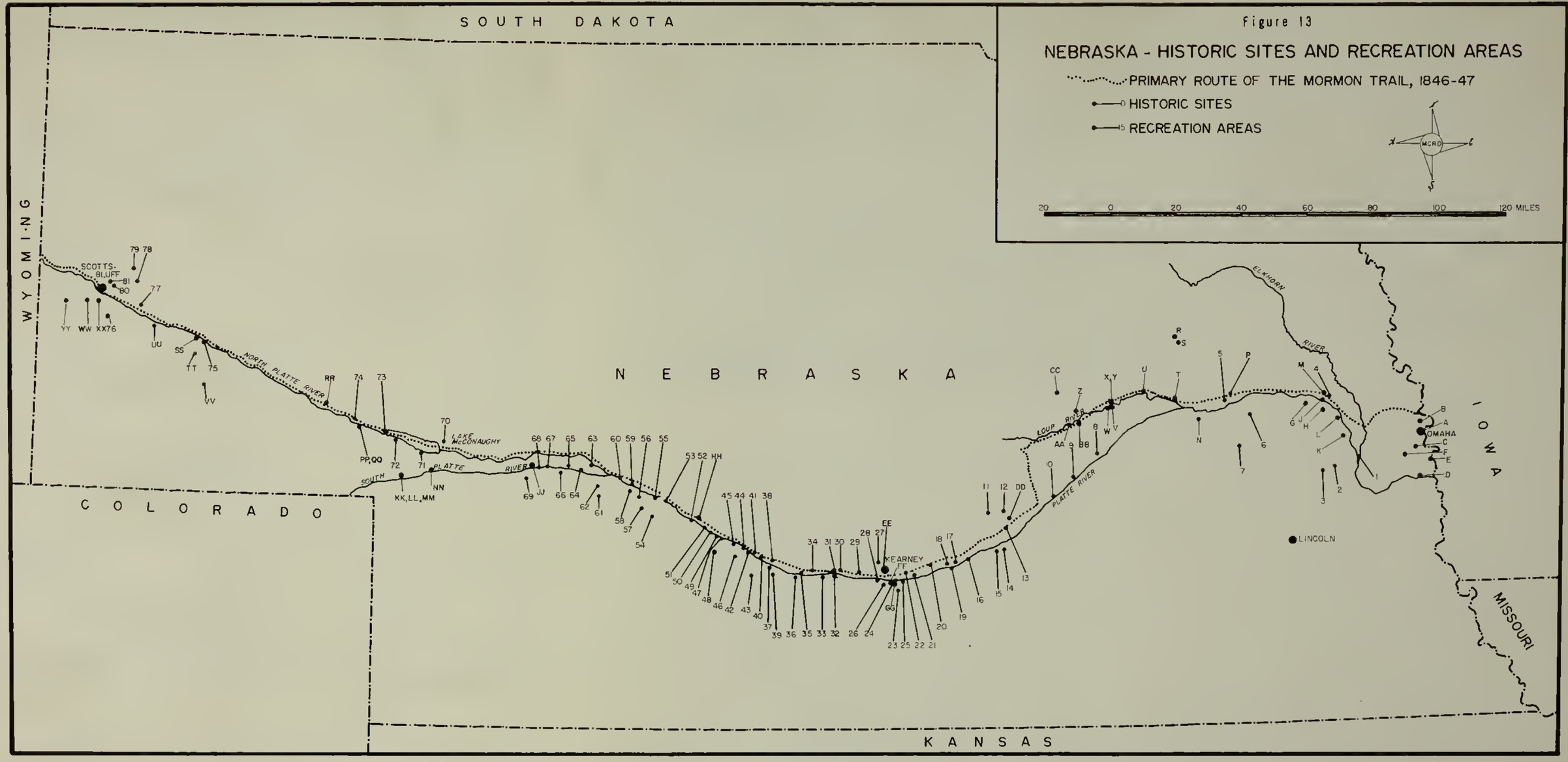


TABLE 14 - RECREATION AREAS AND ACTIVITIES - WYOMING

Map Key No.	Name of Area	Ownership[1]	Boat	Camp	Fish	Hike	Hunt	Picnic	Swim
1	Guernsey State Park	S	X	X	X	X	X	X	X
2	Glendo State Park	S	X	X	X	X	X	X	X
3	Medicine Bow National Forest	F	X	X	X	X	X		
4	LaPrele Reservoir	P			X				X
5	Converse County Park	C				X		X	
6	Casper Mountain County Park	C				X		X	
7	Alcova State Park	S	X	X	X	X		X	X
8	Pathfinder Reservoir	C	X	X	X		X	X	X
9	Shoshone National Forest	F	X	X	X	X	X	X	X
10	Bridger-Teton National Forest	F	X	X	X	X	X	X	X
11	Sinks Canyon State Park	S		X	X	X	X	X	
12	Eden Valley Reservoir	F			X	X	X	X	X
13	Big Sandy State Park	S	X	X	X			X	X
14	Fontenelle Reservoir	F			X	X	X	X	X
15	Flaming Gorge National Recreation Area	F	X	X	X	X	X	X	X
16	Wasatch National Forest	F		X		X	X	X	

[1]Ownership Symbols: F-Federal; S-State; C-County; M- Municipal; P-Private; Q-Quasi-Public.

TABLE 15 - NATIONAL REGISTER SITES ALONG THE MORMON TRAIL CORRIDOR - WYOMING

Ref	Name of Site	Location	County
A	Sites in Torrington Area South Torrington Union Pacific Depot Union Pacific Depot	Torrington	Goshen
B	Fort Laramie National Historic Site[1]	Fort Laramie vicinity	Goshen
C	Fort Laramie Three-Mile Hog Ranch	Fort Laramie vicinity	Goshen
D	Register Cliff and Marker[1]	Guernsey vicinity	Platte
E	Oregon Trail Ruts[1]	Guernsey vicinity	Platte
F	Fort Fetterman	Douglas vicinity	Converse
G	Glenrock Buffalo Jump	Glenrock vicinity	Converse
H	Sites in Casper Area Fort Caspar (site of Mormon Ferry)[1] Cantonment Reno Castle Rock Archeological Site Dull Knife Battlefield Middle Fork Pictograph-Petroglyph Panels Portuguese Houses	Casper	Natrona
J	Caspar Buffalo Trap	Casper vicinity	Natrona
K	Independence Rock[1]	About 25 miles southwest of Casper on Route 220	Natrona
L	Pathfinder Dam	Southwest of Casper	Natrona
M	Bridger Immigrant Road-Waltman Crossing	Casper vicinity	Natrona
N	Tom Sun Ranch	About 6 miles west of Independence Rock	Carbon
P	South Pass City	South Pass City	Fremont
Q	South Pass[1]	About 10 miles southwest of South Pass City	Fremont
R	Parting-of-the-Ways Oregon Trail Historic Site	Farson vicinity	Sweetwater
S	Granger Stage Station	Granger	Sweetwater
T	Expedition Island	Green River	Sweetwater
U	Point of Rocks Stage Station	Rock Springs vicinity	Sweetwater
V	Fort Bridger[1]	Fort Bridger on Blacks Fork of the Green River	Uinta
W	Piedmont Charcoal Kilns[1]	14 miles northeast of Hillard	Uinta
X	Bridger Antelope Trap	Evanston vicinity	Uinta

[1]Directly Related to Mormon Trail.

Figure 14

WYOMING - HISTORIC SITES AND RECREATION AREAS

PRIMARY ROUTE OF THE MORMON TRAIL, 1846-47

0 HISTORIC SITES

15 RECREATION AREAS

20 0 20 40 60 80 100 120 MILES

MONTANA

IDAHO

WYOMING

SOUTH DAKOTA

NEBRASKA

UTAH

COLORADO

GREEN RIVER

BIG SANDY RIVER

SWEETWATER RIVER

CASPER

NORTH PLATTE RIVER

FONTENELLE RESERVOIR

GLENDO RESERVOIR

GUERNSEY RESERVOIR

PATHFINDER RESERVOIR

FLAMING GORGE RESERVOIR

ROCK SPRINGS

CHEYENNE

TABLE 16 - RECREATION AREAS AND ACTIVITIES - UTAH

Map Key No.	Name of Area	Ownership[1]	Boat	Camp	Fish	Hike	Hunt	Picnic	Swim
1	Echo Canyon Reservoir	F	X	X	X			X	
2	East Canyon Lake State Recreation Area	S	X	X	X	X	X	X	X
3	Mountain Dell Reservoir	M							
	Mountain Dell Golf Course, Washington Park	M		X	X	X		X	
4	Wasatch National Forest	F		X		X	X	X	
	Little Mountain Ski and Recreation Park					X		X	
5	Rockport Lake State Recreation Area	S	X	X	X	X	X	X	X
6	Pioneer Trail State Park	S				X		X	

[1]Ownership Symbols: F-Federal; S-State; C-County; M-Municipal; P-Private; Q-Quasi-Public.

TABLE 17 - NATIONAL REGISTER SITES ALONG THE MORMON TRAIL CORRIDOR - UTAH

Ref.	Name of Site	Location	County
A	Kimball Stage Stop	Park City vicinity	Summit
B	Little Dell Station[1]	East of Salt Lake City in Mountain Dell Canyon	Salt Lake
C	Emigration Canyon[1] (National Historic Landmark)	East edge of Salt Lake City	Salt Lake
D	Bingham Canyon Open Pit Copper Mine	Salt Lake City vicinity	Salt Lake
E	Sites in Salt Lake City Area	Salt Lake City	Salt Lake
	Temple Square[1]		
	Beehive House[1]		
	Brigham Young Lion House[1]		
	Brigham Young Forest Farmhouse[1]		
	Fort Douglas		
	Simon Bamberger House		
	Cathedral of the Madeleine		
	Isaac Chase Mill		
	Council Hall		
	William Culmer House		
	Denver and Rio Grande Railroad Station		
	Devereaux House		
	Henry Dinwoody House		
	Granite Paper Mill		
	Holy Trinity Greek Orthodox Church		
	Keith-Brown Mansion and Carriage House		
	Alfred W. McCune Mansion		
	Old Pioneer Fort Site		
	Ottinger Hall		
	John Platts House		
	Salt Lake City and County Building		
	Salt Lake Union Pacific Railroad Station		
	St. Marks Episcopal Cathedral		
	Utah Commercial and Savings Bank Building		
	Utah State Historical Society Mansion and Carriage House		
	ZCMI Cast Iron Front		
	Amussen's Jewelry		
	First National Bank		
	Karrick Building (Leyson-Pearsoll Building)		
	Lollin Block		

[1]Related Directly to Mormon Trail

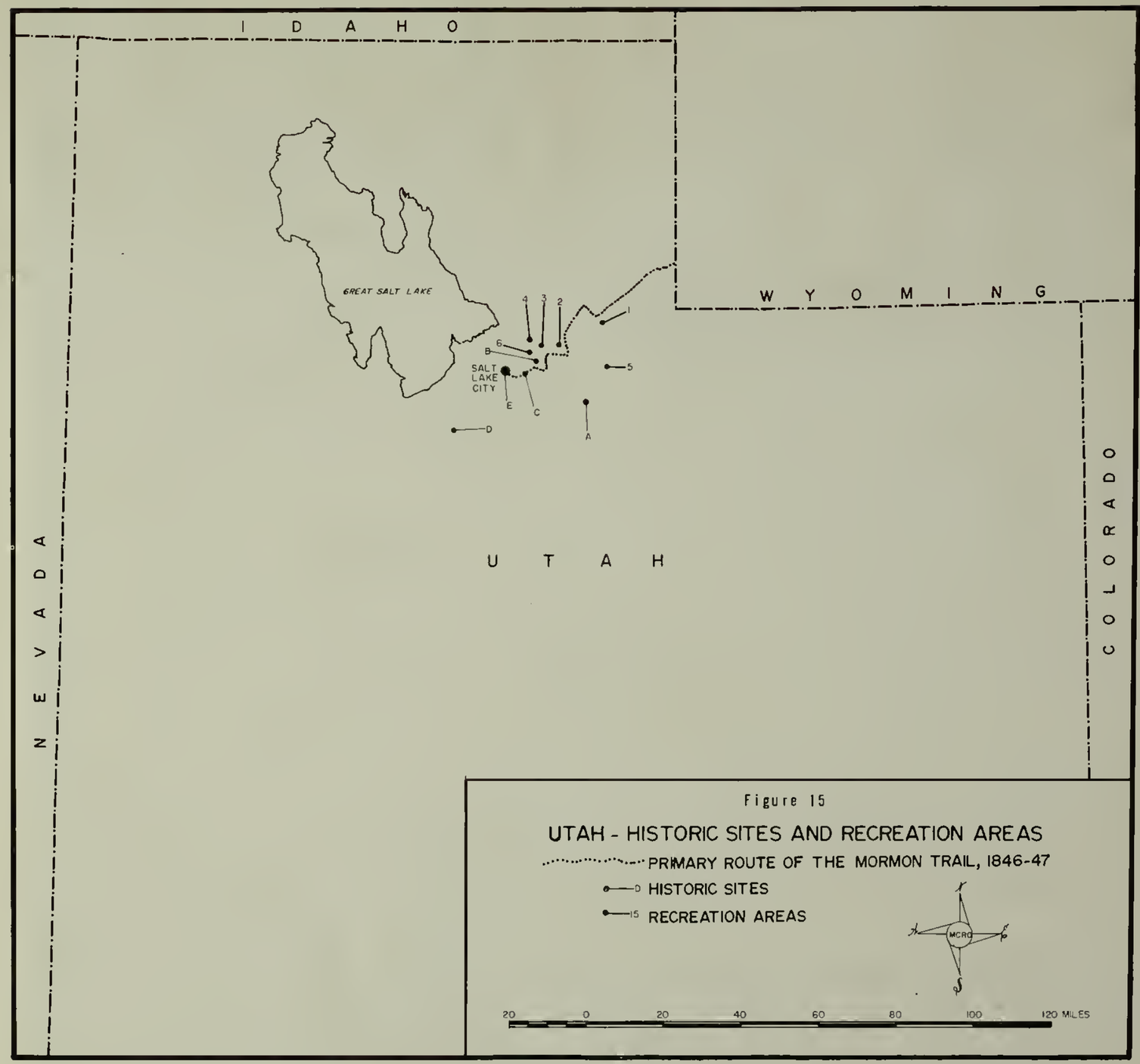


Figure 15

UTAH - HISTORIC SITES AND RECREATION AREAS

APPENDIX D — HISTORIC SITES ALONG THE MORMON ROUTE NOT LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

ILLINOIS
- None

IOWA
- Adair County
  - Mormon Trail Park
  - Site of First Train Robbery in West (Jesse James - 1873)
- Appanoose County
  - Site of Mormon Camp on Chariton River
- Cass County
  - Reno Cemetery with Plaque Commemorating Mormons
- Decatur County
  - Garden Grove - Trailside Historic Park and Site of Mormon "Way Station" Settlement
  - Mount Pisgah - Mormon "Way Station" Settlement
- Lee County
  - Site of Mormon Camp on Sugar Creek
  - Croton Civil War Memorial Park
- Van Buren County
  - Site of Mormon Indian Creek Camp

NEBRASKA
- Buffalo County
  - Buffalo Hunt
  - Hook's Ranch (Dogtown)
- Dawson County
  - First Sighting of White Men
  - 100th Meridian
  - Willow Island Station
- Dodge County
  - "Liberty Pole" Camp Site
- Douglas County
  - Cold Spring Camp Site
  - Cutler's Park Camp Site
  - Winter Quarters
  - Elkhorn Bluffs
  - Crossing of Elkhorn River
- Garden County
  - Windlass Hill
  - Rachel Pattison Grave
  - Fort Grattan

NEBRASKA, Continued
- Garden County, Continued
  - Ash Hollow Spring (lower)
  - Ash Hollow Trading Post
  - A. Kelly Grave
  - Blue Water Battlefield Overlook
  - Buffalo Jump
- Kearney County
  - Oregon Trail Ruts
  - Valley Station
  - Rankin and Morrow's Store
  - Doby Town
  - Platte Station
- Keith County
  - Ford No. 2, South Platte
  - Alkali Lake Station
  - Ford No. 3, South Platte
  - Gill's Station
  - Old Ranch
  - Beauvais
  - Ford No. 4, South Platte
  - Road Ranch
- Lincoln County
  - Gilman's Station
  - Fort McPherson National Cemetery
  - Cottonwood Ranch Station
  - Fort McPherson
  - Burke's Ranch
  - Brady Island
  - Forks of Platte River
  - Cold Springs Station
  - Fremont Springs Station
  - Old Adobe Fort
  - Ford No. 1, South Platte
  - O'Fallon Bluff Station
- Morrill County
  - Ancient Bluff Ruins
  - U. S. Mail Station No. 22
  - Pumpkin Creek
  - Store
  - Indian "Lookout Point"
- Nance County
  - Pawnee Mission Camp Site
  - Government Indian Station Site
  - Fording of the Loup
  - River Site

NEBRASKA, Continued
- Phelps County
  - 17-mile Station
  - Garden Station
  - Plum Creek Cemetery
  - Plum Creek Station
- Scottsbluff County
  - Ficklin's Pony Express Station
  - Castle Rock
  - Rebecca Winters Grave
  - Fort John (1850-56)
  - Pierre D. Papin Grave
  - Fort Mitchell
  - Robidoux Trading Post
  - Robidoux Second Post
  - Emigrant Graves
  - Grave
  - Horse Creek Treaty Grounds
  - Horse Creek Station

WYOMING
- Carbon County
  - Astorians Camp, October 28, 1812
- Converse County
  - James Bridger Ferry Monument
  - James Bridger's Ferry
  - Old Camp Marshall
  - Bill Hooker's Cabin
  - LaBonte Station
  - Hot Springs
  - Knob Hill
  - Bed Tick Station
  - Fort Fetterman
  - Oregon-Bozeman Trail Monument
  - Bill Hooker Monument
  - Bozeman Trail Monument
  - Hembree-Baker Graves
  - LaPrele Station
  - Ayers Natural Bridge
  - Attack on Emigrant Party
  - Mary Kelly et. al. Graves
  - Boxelder Station
  - Emigrant Names
  - A. H. Unthank Grave
  - Ford A - Deer Creek
  - Ford B - Deer Creek
  - North Platte Ferry Creek
  - Richards Bridge
  - Indian Ford - Deer Creek
  - Deer Creek Station
  - Ferdinand V. Hayden

WYOMING, Continued
- Converse County, Continued
  - Parker and Ringo Graves
  - Ada Magill Grave
- Fremont County
  - Willie's Company Cemetery and Marker
  - The Old Castle (Castle Rock)
  - Unidentified Grave
  - Three Crossings Station (East)
  - Three Crossings Station
  - Names Cliff
  - Jeffrey City
  - Names Rock
  - Fifth Crossing of Sweetwater
  - Ice Spring (Slough)
  - Warm Spring Station
  - Sixth Crossing of Sweetwater
  - Seventh Crossing of Sweetwater
  - Eighth Crossing of Sweetwater
  - Immigrant Springs
  - Sarah A. Thomas Grave
  - Diamond Springs
  - Upper Mormon Spring
  - Unidentified Graves
  - Mormon Mail Station
  - Burnt Ranch Station Monument
  - Chas. Miller et. al. Grave
  - Ninth Crossing of Sweetwater
  - Whitman Monument
  - Pacific Springs Station
  - Pacific Springs
  - South Pass Exhibit
  - Pioneer Grave
- Goshen County
  - Henry Hill Grave
  - Charles Bishop Grave
  - Red Cloud Indian Agency
  - Unidentified Grave
  - Wm. Clary Grave
  - Unidentified Grave
  - Cold Springs Station
  - Cold Springs
  - Cold Springs Monument
  - Old Rock Ranch
  - Oregon Trail Monument
  - Texas Cattle Trail Monument
  - Grattan Massacre Monument
  - Grattan Massacre Site
  - Bedeau's Ranch
  - Oregon Trail Monument

WYOMING, Continued
Goshen County, Continued
Fort Bernard - 1845-47
Gatiot Houses
Second Crossing, North Platte
Third Crossing, North Platte
Fourth Crossing, North Platte
Fort Platte Monument
Fort William
First Crossing, Laramie River
Second Crossing, Laramie River
Third Crossing, Laramie River
Fourth Crossing, Laramie River
Fifth Crossing, Laramie River
Sixth Crossing, Laramie River
Seventh Crossing, Laramie River
Eighth Crossing, Laramie River
Ninth Crossing, Laramie River
Fort John Cemetery
Portugee Phillips Horse Monument
First Crossing, North Platte
Natrona County
Camp Davis
Richards Bridge (upper)
Prehistoric Bison Trap Site
Last Crossing, North Platte
Mormon Ferry (Upper Platte)
Old Platte Bridge
Red Buttes
Astorian Cabin
Upper Crossing, North Platte
Goose Egg Ranch House
Emigrant Gap
The Poison Spring
Rock Avenue
Willow Springs
Prospect (Ryan) Hill
Alkali Slough
Creasewood (Horse) Creek
Wagon Train Destroyed
Sweetwater Station
Crossing of Sweetwater
Devil's Gate
T. P. Baker Grave
Devil's Gate Stage Station
Martin's Cove
Split Rock
Split Rock Station
Platte County
Unknown Pioneer Graves
Ward and Guerrier's Trading Post

WYOMING, Continued
Platte County, Continued
Lucinda Rollins Grave
Oregon Trail Monument
Warm (Big) Springs
Unidentified Grave
Cold Springs Monument
Cold Springs
Cold Springs Rifle Pits
Porter's Rock
Crossing of Cottonwood Creek
John F. Miller Grave
Crossing of Cottonwood Creek
Cottonwood Station
Red (Twin) Springs
Horseshoe Station
Horseshoe Station Monument
Horseshoe Station (upper)
Elkhorn Pony Express Station
A. H. Reel Wagon Train Fight
George Throstle Monument
Sublette County
Parting of the Ways (two sites)
The Plume Rocks
Dry Sandy Crossing
Little Sandy Crossing
Sweetwater County
Mormon Knolls
Table Hill
Little Sandy Crossing
Little Sandy Station
Big Sandy Crossing
William Ashley's Camp
Big Sandy Station
Little Sandy Crossing
Big Sandy Crossing
Charles Hatch Grave
Simson's Hollow (Gulch)
Unidentified Graves
Big Timber Station
Lombard Ferry
Robinson Ferry
Green River Crossing
Green River Ferry Station
Bridger-Fraeb Trading Post
Green River Crossing
Hams Fork Crossing
Pinckney Sublette Grave
South Bend Stage Station
Uinta County
Church Butte-Solomons Temple

WYOMING, Continued
- Uinta County, Continued
  - The Needles
  - Burned Wagon Train
  - Second Crossing, Black's Fork
  - Third Crossing, Black's Fork
  - Unidentified Grave
  - Names Rock
  - Place of Black's Death

UTAH
- Morgan County
  - Dixie Hollow Pony Express Station Site and Marker
  - Pioneer Grant's Grave
  - Bauchman's Pony Express Station Site and Marker
  - Camp Clayton Site and Marker
  - Dutch Hollow - Utah War Fortifications, Ruins

UTAH, Continued
- Morgan County, Continued
  - Mormon Flat Historical Marker
  - Big Mountain Pass and Marker
  - Ephraim Hanks Pony Express Station Site and Marker
  - Camp Grant Site and Marker
- Salt Lake County
  - Little Mountain Summit
  - Last Camp Site and Marker
  - Donner Hill
  - Pioneer Monument
  - First Historical Monument at "This is the Place" Site (1936)
- Summit County
  - Cache Cave
  - Castle Rock
  - Hogsback Summit Wheel Ruts and Marker

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APPENDIX F

LETTERS OF COMMENT FROM STATE AND FEDERAL OFFICIALS

Illinois Department of Conservation
life and land together

605 STATE OFFICE BUILDING • 400 SOUTH SPRING STREET • SPRINGFIELD 62706
CHICAGO OFFICE – ROOM 100, 160 NO. LASALLE 60601
David Kenney, Director • James C. Helfrich, Assistant Director

December 29, 1977

Honorable Cecil D. Andrus
Secretary
United States Department of Interior
Office of the Secretary
Washington, D. C. 20240

Dear Secretary Andrus:

Please excuse my delay in responding to your letter of November 18, 1977, concerning the Mormon Trail Study.

On the whole we think the report is an excellent one and does a good job of defining the importance of the Mormon Trail. Our comments concerning Illinois' section of the Trail will be brief primarily because our involvement is as the beginning point. We feel that the best road for the government to take would be to use Alternative No. 3 - Designation and Marking of a National Historic Trail along the Mormon Trail - as outlined on page 58 of the report.

We stand ready to assist you in any way possible should you think it desirable for us to do so. Thank you for the report and for soliciting my opinion.

Sincerely,

David Kenney

DK/WGF/js

Office of the Governor
STATE CAPITOL
DES MOINES, IOWA 50319

ROBERT D. RAY
GOVERNOR

ELMER (DUTCH) VERMEER
ADMINISTRATIVE ASSISTANT

January 6, 1978

The Honorable Cecil D. Andrus
Office of the Secretary
U. S. Department of the Interior
Washington, D. C. 20240

Dear Mr. Secretary:

This office has reviewed the proposed report on the Mormon Pioneer Historic Trail prepared by the Bureau of Outdoor Recreation and concur with its recommendations.

The Mormon passage across southern Iowa was a significant event in early state history. The proposed Mormon Pioneer Historic Trail should do much to make that event meaningful to present and future generations.

Sincerely,

Elmer H. Vermeer
Administrative Assistant

EV:kjd

OFFICE
OF
PLANNING
AND
PROGRAMMING

STATE OF NEBRASKA

BOX 94601 · STATE CAPITOL · LINCOLN, NEBRASKA · 68509 · (402) 471-2414

Governor J. James Exon
State Planning Officer

Jon H. Oberg
Director

January 6, 1978

The Honorable Cecil D. Andrus, Secretary
Office of the Secretary
Department of the Interior
Washington, D.C. 20240

Dear Secretary Andrus:

Governor Exon has requested that this office conduct the review of the Mormon Trail Study. There does not appear to be any problem with including the Mormon Trail as part of the National Historic Trail System based upon the recommendations contained within the Mormon Trail Study.

Comments from other agencies are included for informational purposes as well as to correct certain errors in the text.

If this office can be of further assistance please let me know.

Sincerely,

Jon H. Oberg
Director

JHO:jkh

cc: Derrell P. Thompson

Enc.

WYOMING
EXECUTIVE DEPARTMENT
CHEYENNE

ED HERSCHLER
GOVERNOR

December 16, 1977

The Honorable Cecil D. Andrus
Secretary of the Interior
U.S. Department of the Interior
Washington, D.C. 20240

Dear Mr. Secretary:

Thank you for the opportunity to comment upon the Mormon Trail study. I believe it is an excellent report and I support the conclusion that federal, state, local, and private interests be encouraged to join in a cooperative effort to preserve historic sites and develop recreation potentials. This is a far more practical alternative than that of establishing a continuous hiking trail. The proposed action will be comparatively less expensive, will pose far fewer conflicts with other uses, will provide for greater local control, and will safeguard the trail from overuse.

I suggest that both the Mormon and Oregon Trails be administered under this same theory. The trails occupy much of the same territory. I fear that we will have a chaotic situation if we administer the Mormon Trail in accordance with this proposal while managing the Oregon Trail as a continuous trail as proposed in H.R. 6900.

Yours sincerely,

Ed Herschler

EH/alr

cc: Hon. Clifford P. Hansen
Hon. Malcolm Wallop
Hon. Teno Roncalio
Wyoming Recreation Commission

STATE OF UTAH
OFFICE OF THE GOVERNOR
SALT LAKE CITY
84114

SCOTT M. MATHESON
GOVERNOR

December 19, 1977

The Honorable Cecil D. Andrus
Secretary of the Interior
U.S. Department of the Interior
Washington, D.C. 20510

Dear Cece:

The State of Utah has reviewed the Mormon Trail study prepared by the Bureau of Outdoor Recreation pursuant to Public Law 90-543. The Mormon Trail is of signal importance to the State of Utah in terms of its historical, cultural and religious significance. We support the National Historic Trails category suggested in your letter to Vice President Mondale in May of this year and in the recommendations section of the study report entitled The Mormon Trail: A Potential Addition to the National Trails System (March 1977).

The State of Utah has a number of important trails of national significance (e.g., Mormon Battalion Trail, Dominquez-Escalante Trail, and Mormon Trail), all of which have been encroached upon by highways and other noncompatible land uses. For your information, the State of Utah, through its Division of Parks and Recreation, has invested approximately $4.5 million at the Pioneer Trails State Park (This Is the Place Monument), at Mormon Flat, and along the trail alignment over Big Mountain. The Division has submitted a 15-year plan for the trail and State Park which will require several million dollars to complete. Therefore, any federal assistance to mark or interpret the Mormon Trail would be welcome and needed.

Last year the recreational and historic value of the Mormon Trail was demonstrated in a Wyoming-Utah cooperative trailbike tour from Independence Rock, Wyoming, to This Is the Place Monument in Utah. Participants included Utah and Wyoming officials, historians, motorcyle and media representatives, and Mr. I. E. Dupont. The event proved to be an outstanding success and emphasized the recreational value for hiking, historical interpretation, motorized use, and scenic enjoyment.

In conclusion, we fully support the proposed amendment to the National Trails System Act of 1968 to include a Historic Trails category and the inclusion of the Mormon Trail as a designee under this category. We compliment

the Bureau of Outdoor Recreation on the study report and the effort that was required.

Please contact us if you need further assistance.

Sincerely,

Governor

SMM:geh

cc: Derrell P. Thompson, Director
Mid-Continent Region
Bureau of Outdoor Recreation
Denver Federal Center
P. O. Box 25387
Denver, Colorado 80225

DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20250

February 27 1978

Honorable Cecil D. Andrus
Secretary of the Interior
Washington, D.C. 20240

Dear Mr. Secretary:

Thank you for the opportunity to review and comment on the Mormon Trail reports.

We concur with the conclusions that the route of the Mormon Trail fails to meet most of the established criteria for a National Scenic Trail. We also agree that a continuous hiking trail along the original route would not be practical because of numerous developments and obliteration of the original trail and campsites. The Mormon Trail is one of the components which make up the "great migration" corridor to the west and is a value which illustrates a significant part of our Nation's heritage. Because of this, we concur with the importance of commemorating the cultural and historic significance of this great migration corridor.

We agree with the concept of establishing a Mormon Pioneer National Historic Trail along existing trails, roads or highways that would approximate and commemorate the historic route. However, the National Trails System Act does not include a category "National Historic Trail." We suggest that it would be premature to recommend establishment of a National Historic Trail unless the proposal is coupled with or preceeded by an amendment to the National Trails System Act to provide direction for National Historic Trails. Our comments to the Office of Management and Budget on March 16, 1977, concerning draft legislation to establish a category of National Historic Trails outlines our thoughts regarding such trails. A copy is enclosed.

The Secretary of the Interior should be responsible for coordinating planning, development, and management of the proposed trail in cooperation with Federal, State and local Agencies and private organizations. The route goes through

or near several proposed and/or completed Soil Conservation Service Watershed Recreation Projects. There may also be some resource, conservation and development measure plans along the route. Future planning and development should be coordinated with these projects by involving the appropriate Soil Conservation District Officials.

Sincerely,

M. Rupert Cutler
Assistant Secretary
Enclosure

THE SECRETARY OF COMMERCE
Washington, D.C. 20230

JAN 04 1978

Dear Cecil,

In response to your letter of November 18, we have reviewed the proposed report on the study of the Mormon Trail. The report adequately documents the historic importance of the Mormon Trail and the need to recognize nationally this importance.

We are concerned, however, about the failure of the report to discuss fully the socio-economic impacts of designating the Trail as part of the National Trails System. The proposed Trail crosses several states, Wyoming in particular, where energy development activities are contemplated. Not discussed in the report are the types and degree of protection which will be afforded the Trail and the possible impacts of this protection on both the siting of energy development activities and their necessary utilities. I would suggest that a discussion of these impacts occur either in the section entitled, "Socio-Economic Effects," on page 57, or in an environmental impact statement on the proposal, if one is being prepared. We believe this analysis is necessary so that the report or impact statement can serve as a comprehensive decision-making tool.

Thank you for the opportunity to review the report.

With warm regards,

Sincerely,

Juanita

Honorable Cecil D. Andrus
Secretary of the Interior
Washington, D.C. 20240

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE

WASHINGTON, D. C. 20301

IR
MANPOWER,
RESERVE AFFAIRS
AND LOGISTICS

5 DEC 1977

Honorable Cecil D. Andrus
Secretary of the Interior
Washington, D.C. 20240

Dear Mr. Secretary:

In response to your letter of November 18, 1977 to the Secretary, we have reviewed your Department's report on the study of the Mormon Trail conducted pursuant to the National Trails System Act of 1968 (Public Law 90-543) and have no substantive comment to make thereon.

We appreciate your courtesy in making this study available for our review.

Sincerely yours,

Perry J. Fliakas
Deputy Assistant Secretary of Defense
(Installations and Housing)

THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, D. C.. 20410

JAN 25 1978

Honorable Cecil D. Andrus
Secretary of the Interior
Washington, D.C. 20240

Dear Mr. Secretary:

This is in response to your letter of November 18, 1977 enclosing for HUD's review and comment a copy of the report on the proposed Mormon Trail conducted under the National Trails System Act of 1968, Public Law 90-543.

Based on Central Office review we agree to the designation of the route as the Mormon Pioneer National Historic Trail, placing it in that category of trails recently proposed by President Carter. We agree the Mormon Trail fails to meet established criteria for inclusion in the National Trails System as a National Scenic Trail. However, to the extent we are authorized to do so, the Department will encourage a pattern of development that accords due respect to the Mormon Trail.

As our Kansas City and Denver Regional Offices have a primary responsibility for administering HUD programs in areas through which the proposed Mormon Trail will go, I have requested my staff in the two Regions to review the draft report and inform me as to whether any significant environmental impact beyond those identified in the report will likely occur, particularly those related to the few urban areas on the trail.

My concurrence on this particular trail is subject to any specific recommendations on environmental concerns which our Kansas City and Denver Regional Offices may suggest. Should the Regional Office make specific recommendations which alter my present view, I will advise you promptly.

Sincerely yours,

Patricia Roberts Harris

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

FEB 6 1978

Honorable Cecil D. Andrus
Secretary of the Interior
Washington, D.C. 20240

Dear Mr. Secretary:

Thank you for the opportunity to comment on your proposed report on the Mormon Trail. We note that the report recommends that the trail be designated as the Mormon Pioneer National Historic Trail.

As you mentioned in your letter, the National Historic Trail is a proposed category of trail. Depending on the final version of the legislation, designation of these trails could result in extensive conflicts between the proposed trails and existing or proposed transportation facilities. We are particularly concerned that the trails may require excessive paperwork and program delays resulting from processing under the application of section 106 of the National Historic Preservation Act and section 4(f) of the Department of Transportation Act to large segments of these routes. In the case of the Mormon Trail, about 300 miles of the route are termed "Highway Segments" and almost 100 miles of this run along Interstate 80. Thus, designation of the trail could restrict future maintenance or improvements on I-80.

We would prefer to have the opportunity to review this and other proposed National Historic Trails after passage of legislation establishing such a category. In lieu of this, we believe it most prudent to exclude "highway segments" from any form of designation as part of a proposed National Historic Trail. Such segments could subsequently be incorporated on a case-by-case basis.

We appreciate the opportunity to review this report.

Sincerely,

Brock Adams

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